

GRAIN DEALERS JOURNAL

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Phelps Grain Co., T. D., wholesale grain.*
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Swift Grain Co., receivers & shippers.*

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Stockham Grain Co., E., whole grain & feed.*

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Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
Lowitz & Co., E., grain commission.*
McCardle-Black Co., grain merchants.*
Minor, B. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Mutual Grain Co., grain commission.*
Rich Grain Co., grain commission.
Shotwell & Co., C. A., commission, bkg.
Urmonst Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

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Godfrey-Blanchard Co., grain recvrs.-shprs.*
Gold Grain Co., receivers & shippers.*
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Directory of the Grain Trade

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Feltman Grain Co., C. H., grain commission.*

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Miller & Sons, L. F., grain, seeds, hay.*
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Richardson, Geo. M., grain and feeds.*
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Stiles, A. Judson, grain and millfeed.*
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Norris Grain Co., The Exporters.*
Strong Trading Co., grain and coal.*
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GRAIN DEALERS JOURNAL

315 So. La Salle St., CHICAGO ILL.

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Belt Elevator

Nanson Commission Co.

GRAIN, HAY and SEEDS

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ST. LOUIS, MO.

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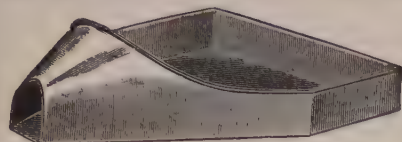
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We are Members of the Denver Grain Exchange

If you wish to buy or sell grain in carlots write us.

Pueblo is the Real City of Opportunity, Sunshine and Health.

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CAR LOTS ONLY

301 Commercial Bank Bldg., CLEVELAND, O.

THE GATES ELEVATOR CO.

Receivers and Shippers

Grain, Hay and Millfeeds

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Receiver and Shipper of
Corn, Oats, Millfeed

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Wholesale Grain Dealers

TOLEDO, OHIO

We make track bids and quote delivered prices.
Solicit Consignments of Grain and Clover Seed.
Members Toledo Produce Exchange and Chicago
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Clover Seed

International Game, played in Toledo, Ohio.
Providence does dealing. When "Seedy" favor

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Like Billy Sunday, they deal in cash and futures

Spring Wheat for Seed

Southworth & Co., Toledo

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Wants Correspondence with members of the
Grain Dealers Associations in Ohio, Indiana and
Illinois. We want strictly sound winter wheat,
yellow shelled corn and recleaned white oats.

BOLIN HALL GRAIN CO.

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"The top 'o the market to you."

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GRAIN, HAY and FEED
Milling Grains Our Specialty
THE BROUSE-SKIDMORE GRAIN CO.
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The hay consuming, distributing and recompressing business in Cincinnati is larger than ever, assuring high returns on CONSIGNMENTS. Mark them "Mutual Commission Co."

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Grain and Hay Merchants
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Hay — Grains — Seed Barley
We buy from farmers
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GRAIN, FEEDS, FIELD SEEDS AND PUBLIC STORAGE
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Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

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Established 40 Years
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Receivers of all kinds of
Grains and Seeds
MILWAUKEE, WISCONSIN
CONSIGNMENTS SOLICITED

Offer Us

CORN, OATS
MILLFEED
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ASK FOR PRICES ON
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"Safety-First" Brand



We Can Ship You

CORN

(KILN DRIED)
for Milling and Feeding
Purposes

OATS

ASK US FOR PRICES

The McMillen Company
FORT WAYNE, INDIANA

The Scott County Milling Co.
Daily Capacity 3500 Bbls.

OFFER US YOUR
CORN, RYE and BARLEY

Mills and Elevators,
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deserves your confidence. Its design and construction have stood the test in actual performance in Europe as well as the United States continuously since silent chains of any type have been built.

SPECIFY AMERICAN HIGH SPEED CHAIN IN YOUR ELEVATOR



If you are an engineer seeking to give your client the best or are yourself the buyer, consulting your own best interest, the record made by American High Speed Chain challenges your investigation and invites your inquiry. The best chain costs no more—specify American High Speed Chain in your elevator.

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Safety to employees who work around or near the power transmitting medium is assured when your drive is enclosed in a Link-Belt dust-proof, oil-tight casing.

Buy a Link-Belt Silent Chain Drive for efficiency's sake—encase it for the safety of your employees—and you combine two good features which every modern plant needs today—efficiency and safety.

Link-Belt Silent Chain is the ideal means of transmitting power. It is "Flexible as a Belt—Positive as a Gear—More Efficient than Either." Write for Data Book No. 125.

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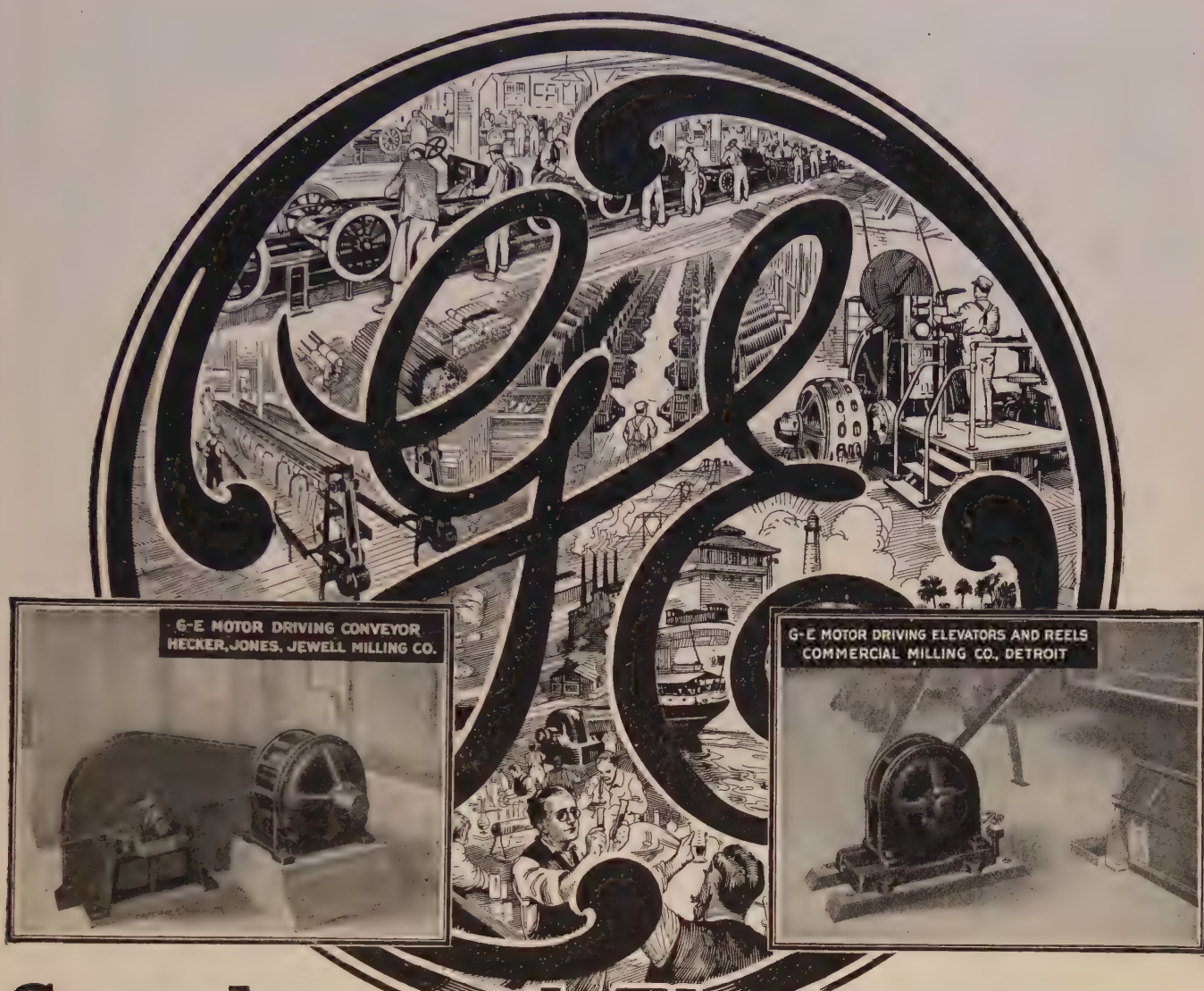
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Speed up with Electric Power

G-E Equipment in prominent grain elevators and flour mills increases output and reduces fire risk

HERE are some of the ways in which modern industry has been speeded up by putting electric power to work in the right place.

Metal mines have boosted output to meet world-wide demands. Great central power plants in place of small local plants in coal mining areas now supply cheaper electric power per ton output for each mine. All tonnage records have been smashed in the steel industry. Greater automobile output has lowered prices and given better road transportation. More and better cloth has been produced at lower power costs.

The engineering problems solved in putting electric power to work in these and other industries were many and intricate. Production of electrical equipment suited to this work and in quantities required is an important part of this company's service to American industries.

Any problem involving the use of power can be simplified by the application of electricity. The General Electric Company is well equipped to lend valuable assistance in working out such problems and is glad to co-operate with manufacturers and engineers in every possible way.

G-E Motor Drive

GENERAL ELECTRIC COMPANY

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Sales Offices in all large cities

**The
Largest Selling
Carbohydrate
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in the World**

**SCHUMACHER
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**Manufactured
by the Largest
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**A High
Protein Feed
of Exceptional
Quality**

**THE BIG Q DAIRY
RATION**

**Popular with
Dairymen
Everywhere**



QUALITY

SELLING QUALITIES

The "selling qualities" of the feed you handle are a big factor in your business. They must be the KINDS of feed that your customers want—feeds that will give the BEST results and the quality of which is backed by a reliable manufacturer.

THE SUPERIOR QUALITIES OF SCHUMACHER FEED AND BIG "Q" DAIRY RATION

both ideal, popular and profitable feeds for dairymen, are so well known that they have become the standard of feeders, breeders and dairymen everywhere.

The feed dealer who handles SCHUMACHER FEED and BIG "Q" DAIRY RATION is in a "class" by himself—the quality class—and is assured that these products will give satisfaction to every purchaser. Increased sales and continued patronage always follow.

Being the largest manufacturers of feeds in the world, we are in a position to give dealers co-operation and service that cannot be secured elsewhere.

If you are not handling SCHUMACHER FEED and BIG "Q" DAIRY RATION write today and ask us how we can help you increase your business.

The Quaker Oats Company Address: Chicago, U.S.A.

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GRAIN ELEVATOR BELTS

are your safest insurance against breakdowns, because they are painstakingly built for grain elevator service—and for nothing else.

Every little thing which might affect their work or weaken them in any way has been carefully provided for in the body of the belt.

The "House of **GOODRICH**" has everything to lose and nothing to gain by putting out a belt that will reflect a negative criticism on its maker. On the contrary we firmly believe that

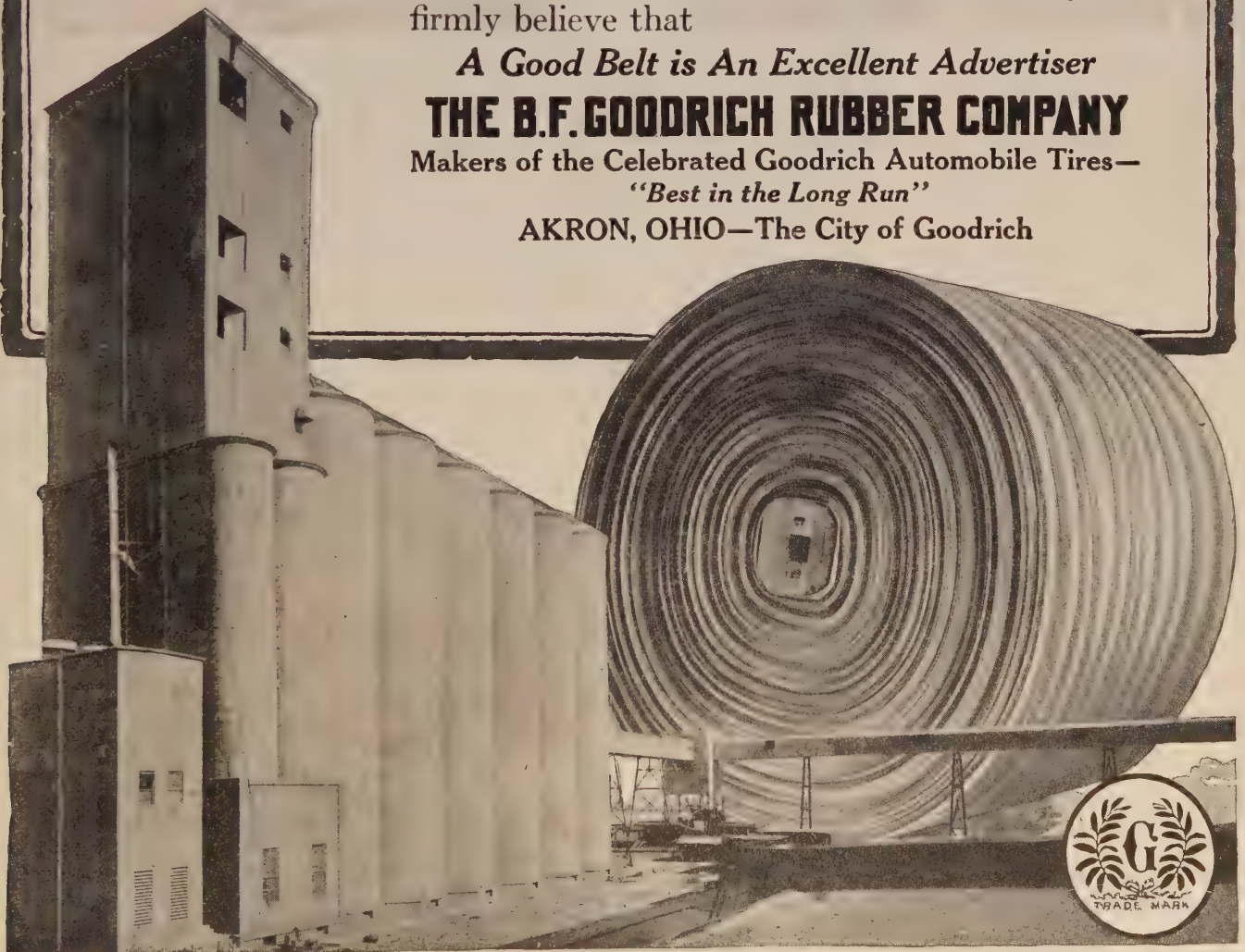
A Good Belt is An Excellent Advertiser

THE B.F. GOODRICH RUBBER COMPANY

Makers of the Celebrated Goodrich Automobile Tires—

"Best in the Long Run"

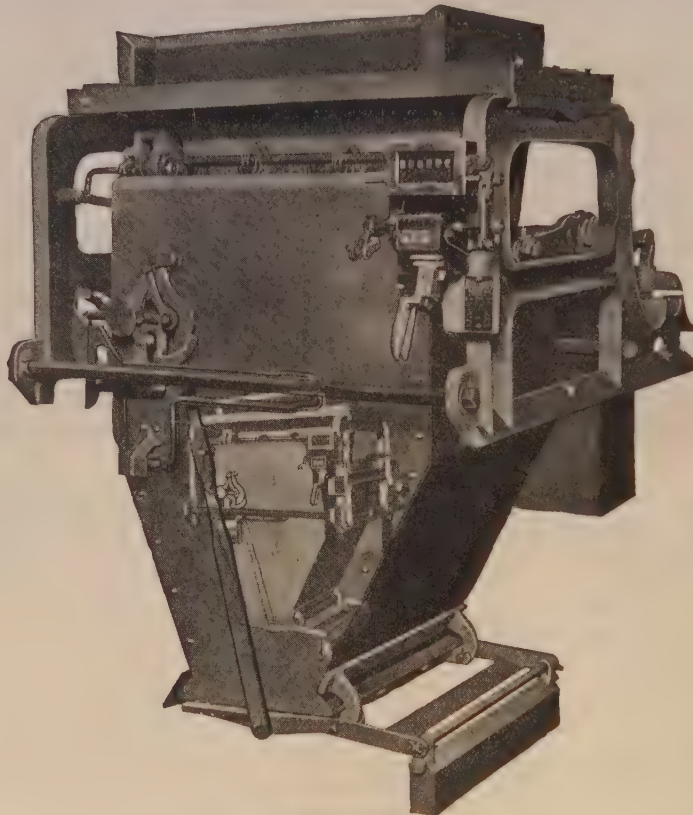
AKRON, OHIO—The City of Goodrich



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TYPE REGISTERING.

AUTOMATIC SCALE



We don't sell all the Automatic Scales that are sold, but we DO sell most of the Automatic Scales that are sold to discriminating buyers. If you investigate before you purchase, you will most likely buy a RICHARDSON. If you buy from the first salesman who comes along, you probably won't get a Richardson, for Richardsons don't travel many salesmen. Most of the Richardson Scales are sold to buyers who already use Richardson Scales, and they don't have to be sold. THEY BUY.

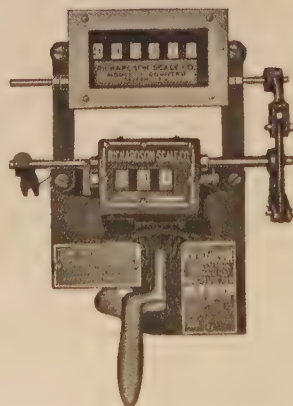
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Richardson Automatic Scales

for Bagging

Corn Meal
Chop
Flour Substitutes
Wheat
Corn
Oats
Most other materials.

Submit us samples. We can most likely weigh it.



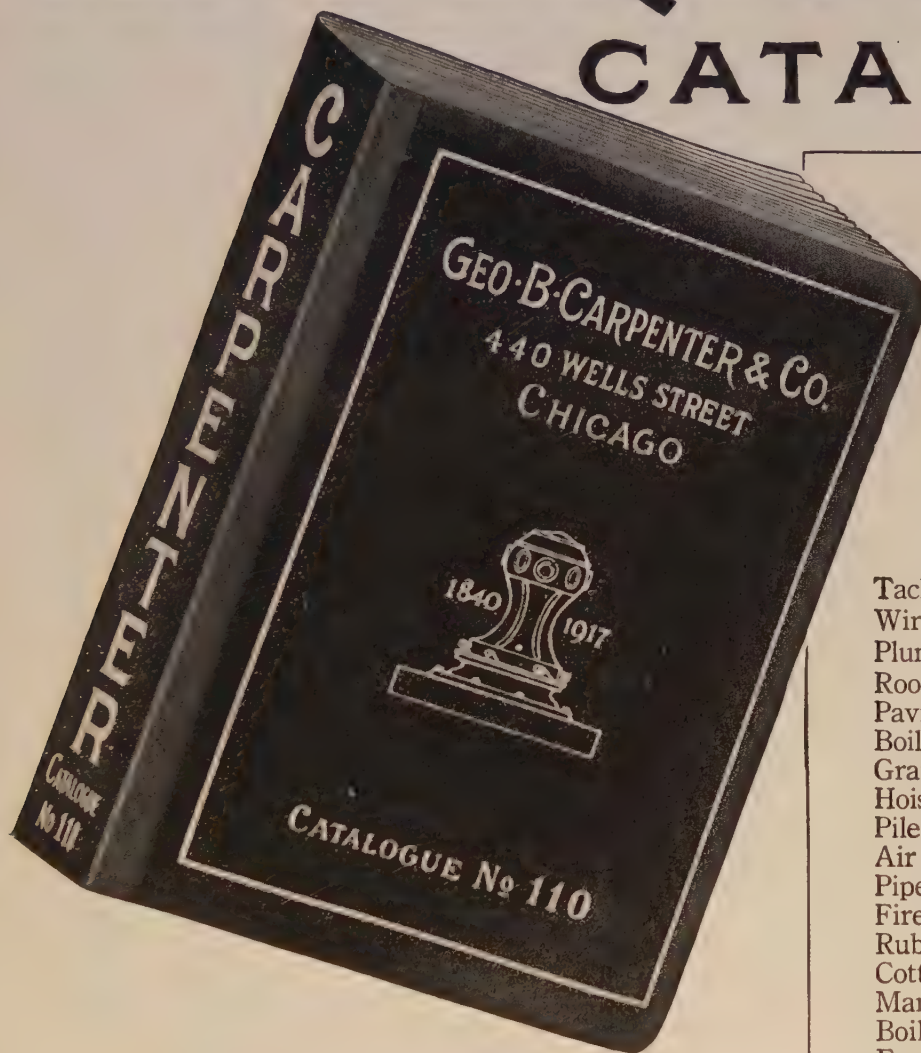
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**THAT
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That is what makes the RICHARDSON

better than the rest.

Now, more than ever you must have this great **GEO. B. CARPENTER & CO** **CATALOGUE**



Ship Builders' Equipment
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Hoisting Engines

Pile Drivers

Air Compressors

Pipe Fittings

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Rubber & Oiled Clothing

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Boilers

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You need everything that will help you; our 1100-page Catalogue will be your best friend — a real "buyer's help." You can have it on request. Send for it now; it will simplify a lot of things for you. Address Dept 13.

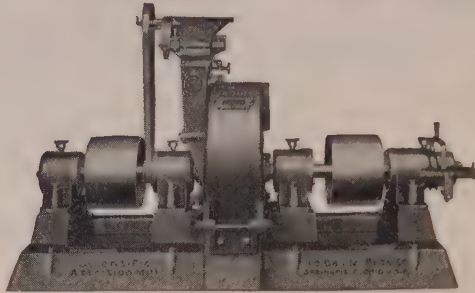
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Bauer

SCIENTIFIC

BAUER Ball Bearing Attrition Mills

*Motor Drive
Furnished
When Desired*



POINTS OF SUPERIORITY

Accessibility —To change plates no shifting device is necessary. The casing hinges open—lots of room without shifting bearings.

Rigidity . . . —The weak point in all other Attrition Mills is the discharge opening through the bed plate—**WE HAVE MADE IT THE STRONGEST PART**—a strong and rigid bed plate insures a uniform product by keeping plates always in tram.

Ball Bearings—Our mill is not an ordinary Attrition Mill to which have been added Ball Bearings, but is a machine especially designed by EXPERTS, using Ball Bearings as a Foundation Principle.

Other Bauer Ball Bearing Machines

Single Disc Grinders
Corn Crackers
Impact Grinders
(Anvil Type)
Steel Frame Bolting
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Single Shakers
Double Shakers
Breakers

Power . . —For every dollar you now spend for POWER our mill will save, as additional profit, 35 to 50 cents.

Lubricants—10 cents worth of LUBRICANTS in our mills will last as long as one dollar's worth in others, meaning 90 cents additional profit for you.

*Your Inquiry Will Receive Our
Immediate Attention*

The Bauer Bros Co. 506 Bauer Building Springfield, Ohio

SCIENTIFIC



THE CONSERVATION OF ENERGY AND THE TRANSMISSION OF POWER

These Are the Times That Try Belting

The present unprecedented speed of handling grain in both inland and terminal elevators is revealing weaknesses in ordinary conveyor belting, but is increasing the already great reputation of Goodyear equipment.

For some years we have departed from the custom of the trade and recommended frictioned surface belting—Klingtite—for receiving and shipping elevators.

We staked our reputation on Goodyear Klingtite because we were convinced of its superiority over the usually specified rubber-covered belt.

In elevators handling tremendous volume continuously the longer wearing surface of Klingtite has clearly demonstrated its superiority over rubber-covered belting.

Time has endorsed our judgment—as we knew it would.

In elevators, with oat purifiers, “Goodyear” Brand, rubber covered belt, has rendered in actual operation, maximum service at lowest per unit cost.

*Transmission and Conveyor Belting—Steam,
Air, and Water Hose—Goodyearite Packing*

The Goodyear Tire & Rubber Co.
Akron, Ohio

• BELTING • HOSE • PACKING • VALVES •

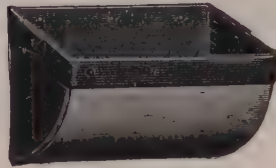
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AKRON

Just a Few Suggestions for Your Elevator

We carry a large stock for prompt shipment. Send us your orders and inquiries.



Transmission Rope.



Empire Buckets.



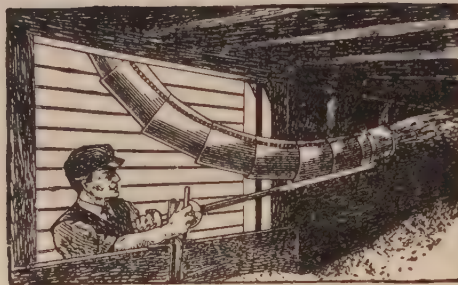
Salem Buckets.



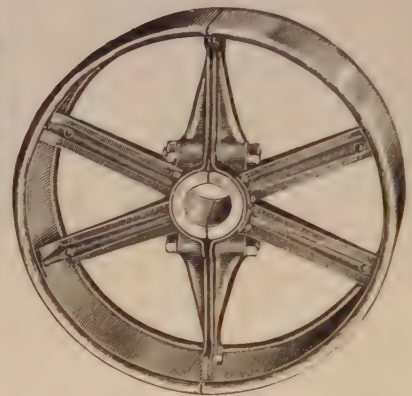
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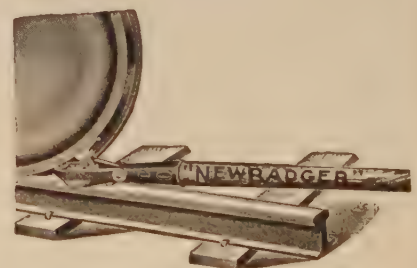
All Kinds of Pulleys.



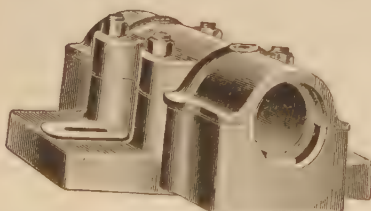
Cup Belting.



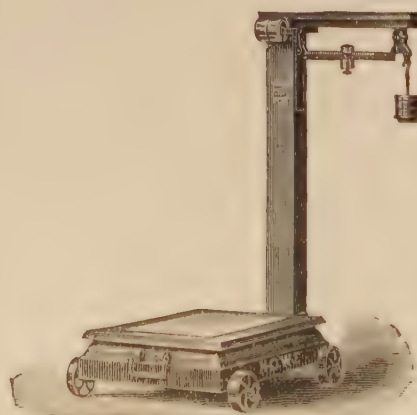
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Car Movers.



All Kinds of Bearings.



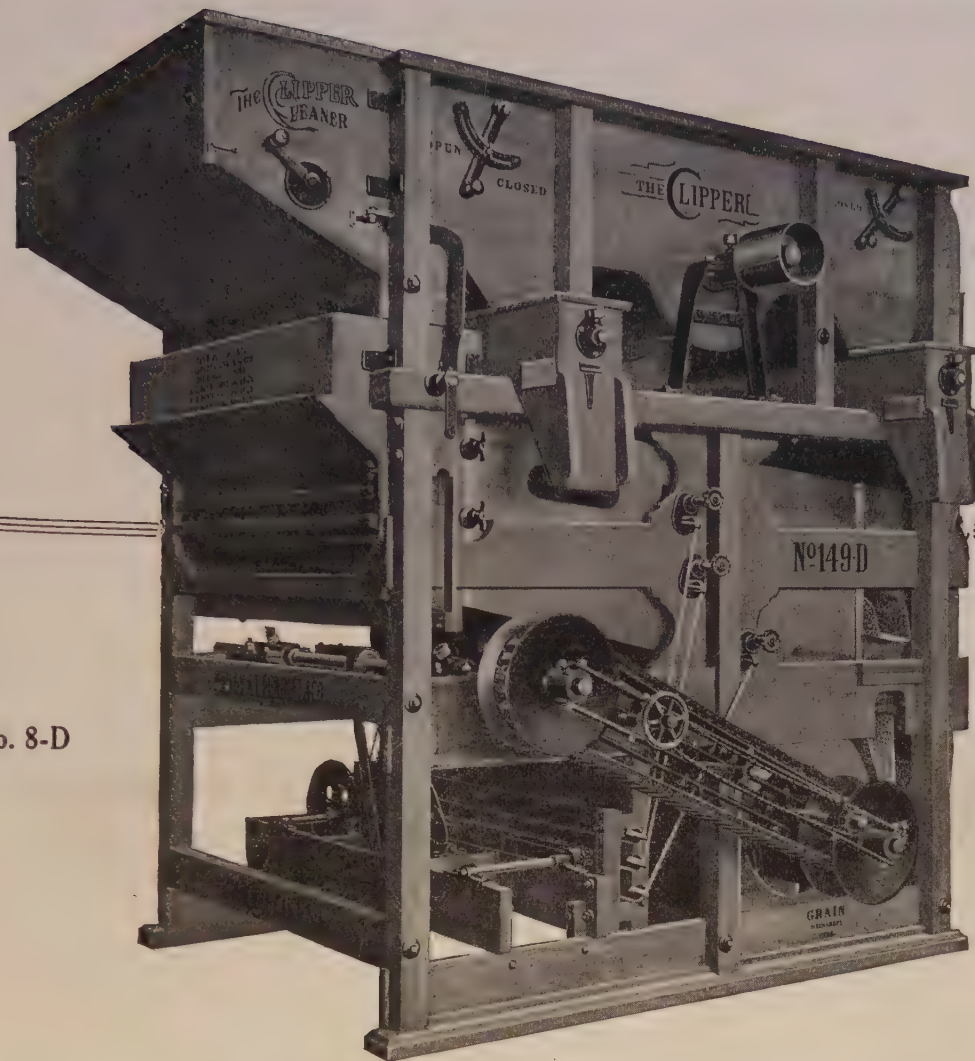
Howe Scales.



Sprockets.

American Supply & Machinery Company

1102-1104 Farnam Street, Omaha, Neb.



No. 8-D

No. 149-D

The "CLIPPER" DOUBLE SUCTION GRAIN CLEANER

No other machine has as many wonderful TIME SAVING and LABOR SAVING devices as the Clipper Cleaners. Skilled labor is daily becoming more difficult to secure. Every move, every minute saved will enable you the more easily to take care of your business.

The Variable Air Regulator enables you to secure any desired degree of air blast without any annoying changes of pulleys or shifting of belts. A simple turn of the wheel does the trick.

Our Double Screen System permits the oats screen and the wheat screen to be left constantly in the shoe. The grain is shifted by means of a gate onto the screen it is desired to use.

Our Traveling Brush System keeps the screens from clogging and the machine working at its highest efficiency ALL THE TIME.

The yearly balance sheet of the user of Clipper Cleaners shows that it pays to have the best that can be procured in the line of grain or seed cleaning machinery.

Write for catalog

A. T. FERRELL & CO., Saginaw, W. S. Mich.



BARNARD-MOLINE Employes Elevator

Motor or Pulley Drive
All Steel Frame

Equipped with our new patented not-tipping step which travels on four rollers, avoiding noise, repairs and uneven travel.

Also fitted, when so ordered, with a new automatic stopping device which acts when a passenger neglects to get off at the last upper floor.

In use in a large number of grain elevators and flour mills.

This company also manufactures complete equipments for Grain Elevators and Flour Mills, including Power Transmission Machinery.

Send for special bulletins on such subjects as interest you.

BARNARD & LEAS MFG. CO.

MILL BUILDERS AND
MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U. S. A.

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It Guards Against Fire

Toncan Metal Roofing and Siding offer a splendid safeguard against sparks from busy locomotives or from neighboring fires. They help to guard against fire from any source and they lower your insurance cost.

Renders Lightning Harmless

The purity of Toncan Metal makes it an excellent conductor of electricity. Roofing and Siding of Toncan Metal properly joined at the eaves and properly connected to the earth, not only safeguard your elevator against lightning but your lower nearby buildings as well.

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Toncan Metal is uniform in quality and made with the greatest care. It is as pure an iron as can be produced by modern commercial methods. The tests of service have proven that it effectively resists corrosion.

Use Toncan Metal to cover your elevator—it's made in cross-corrugated sheets especially for elevator siding—and you'll save repair bills as well as guard against lightning and fire.

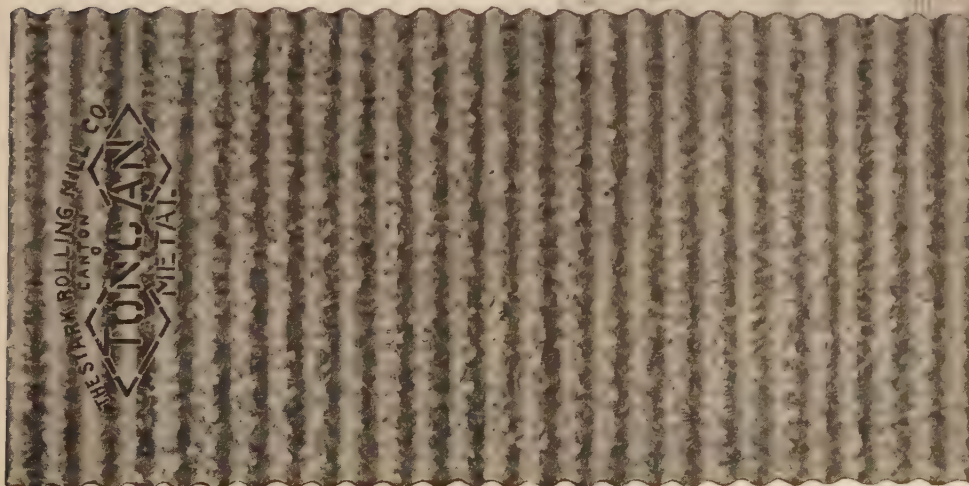
The Sheet Metal Primer tells the story of Toncan Metal in an easily understood way. Ask for it.

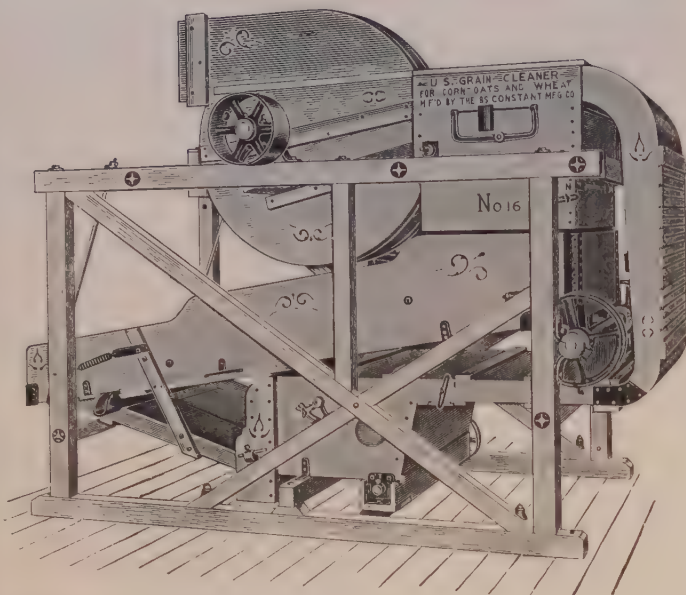
Jobbers Everywhere Sell
Toncan Metal Sheets

The Stark Rolling Mill Co.

CANTON - OHIO

Sole Makers





Our
Catalog
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Easily The Leader in Satisfactory Grain Cleaning

The "U. S. Grain Cleaner" has for so long been giving satisfactory service in hundreds of grain elevators throughout the country that it is no wonder that it is considered the leader. It has built up an enviable reputation. This is the kind of a cleaner you should install in your elevator. You had better give the subject some thought at this time, as the new crop is not many months away. Look your machinery over and see what you need—we can supply it.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.

THE HUMPHREY EMPLOYEE'S ELEVATOR



again was given preference as a part of the equipment of the Chicago & Northwestern Railway Elevator at Milwaukee

This is proof of the HUMPHREY efficiency in power man-lifts. Saves time and energy of workman.

Write for prices and detailed information why the "Humphrey Endless Belt Route" means bigger profits to the owner.

HUMPHREY ELEVATOR COMPANY

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Sole Manufacturers

Faribault,

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WHAT DO YOU NEED

to modernize your plant so it will net you larger profits? Is it here?

Account Books
Attrition Mill
Bag Closing Machine
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Bearings { Ball
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Elevator Leg
Elevator Paint
Feed Mill
Fire Barrels
Grain Driers

Grain Triers
Gravity Cleaner
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Oat Bleachers
Oat Clipper
Portable Elevator
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Power { Kerosene Engine
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Siding-Roofing { Asbestos
 { Steel
Silent Chain Drive
Spouting
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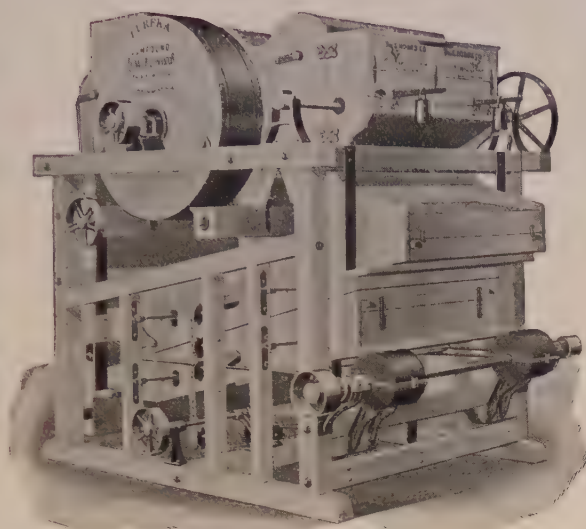
or anything used in a grain elevator

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

DESIGN



The excellence of the "Eureka" Compound Elevator Separator is due to its correct design. To the smallest detail, it is built to meet the demands of simplicity and long service. Fussy complications have been entirely done away with. The entire absence of frail parts on the "Eureka" makes its use continuous from year to year, without repairs. So the "Eureka" not only does its work perfectly, but does it with but little attention from the man operating it.



IT
CLEANS GRAIN
CLEAN



Send for Catalog

S. HOWES COMPANY, Inc.

SILVER CREEK, N. Y.

IMPROVED DUPLICATING GRAIN TICKETS

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{8}$ inches. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer." Order Form 19GT. Price \$1.00.

GRAIN DEALERS JOURNAL

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Chicago, Ill.

WE were the original manufacturers of rubber belt for elevating and conveying grain—work that is particularly trying on belting, requiring great strength and freedom from stretch. Some of the largest elevators in the country are equipped with our Elevator Belting. Manufactured of heavy cotton duck, with an especially strong rubber friction uniting the plies, and an extra thick cover on pulley side. Warranted to run perfectly smooth and true on the pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimate for elevator equipments cheerfully furnished

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NEW YORK

124-126 W. Lake St.
CHICAGO, ILL.

2d Ave. N. and 3d St.
MINNEAPOLIS, MINN.

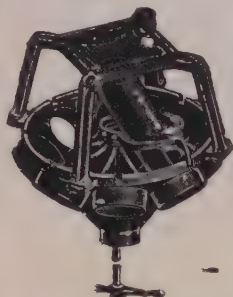
218-220 Chestnut St.
ST. LOUIS, MO.



HALL SPECIAL

(Elevator Leg)

When we conceived the idea of the HALL SPECIAL LEG we had one great big thought before us, that elevator owners are no longer satisfied with half work; what they want is a leg that won't keep a man constantly at the feed gate to prevent chokes and watch cups ascending half full. So we designed a leg to operate on a commercial basis. We figured your standpoint and found that it cost you more money than putting in the right system of transportation in the first place; and resolved to save you the constant expense, shortened profits, and worry that comes with confusion, lost motion and waste.



The elevator operator and the bin capacity are worth more than the machines operated. THE HALL SIGNALING DISTRIBUTOR increases the efficiency of the man, enables him to do more business, and keeps all his grain from mixing. It increases the available bin capacity, and enables the owner to handle more grain.

HALL DISTRIBUTOR CO., 222 Ry. Exchange Bldg., Omaha, Nebr.

NO EXPERIMENT

All modern elevators use the Ibberson Double Distributing Spout. Following is a partial list of users:

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"	" Binford, N. D.
"	" Tracy, Minn.
"	" Niobe, N. D.
"	" Emerado, N. D.
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And many more. This spout is worth your attention. For particulars, write

JAMES J. GERBER

Minneapolis, Minn.

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U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



5055

Style No. 5055 Corn Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

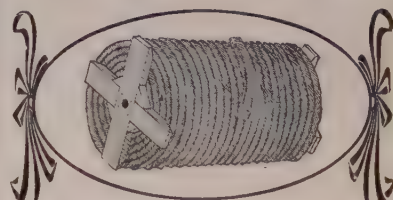
WE SELL ANALYTICAL BALANCES

The Torsion Balance Co.

Pacific Coast Branch:
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Factory:
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**The Peer of All Sail Twines**

Just now, when you can't get your favorite sail twine, as previously, at the old prices, you will find

AMILSCO "SP" TWINE

a most satisfactory change. AMILSCO "SP" is not a substitute but a new creation—guaranteed to be THE BEST. Made in all plies—in skeins, reels of many ends, balls, etc. A kind for every sewing purpose. Send for prices and sample lot D.



AMERICAN MILLS COMPANY
Makers of Economy Twines
AT ATLANTA, GEORGIA U.S.A.

**The Longest Service Paint for Metal and Wood Surfaces**

Made in First Quality Only

DIXON'S Silica Graphite PAINT

Favorably known for over fifty years. Time-tests prove it to be the most durable for tanks, smokestacks, pipes, boiler fronts, and any kind of metal or wood work requiring protection.

May we count YOU among our valued paint customers?

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Grain Shippers

and in fact all grain men who are wide awake and on the alert to get onto all the ins and outs of the grain business, subscribe for and read the Grain Dealers Journal

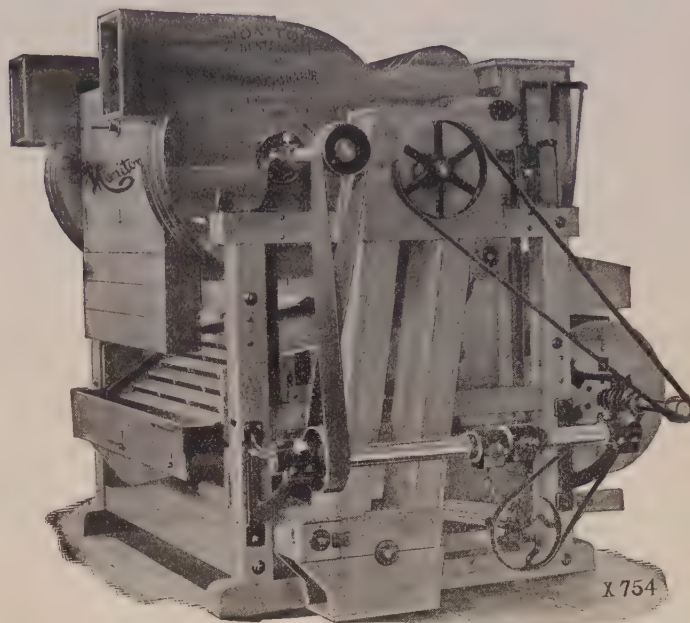


Northwestern Separator

Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

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COMPLETE SET FOR \$4.25

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

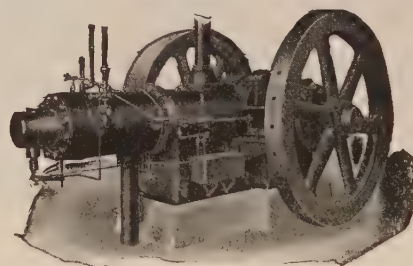
A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales and Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.



If preparation for a possible contingency is recommended, it is but reasonable we should prepare for our daily requirements. So why deliberate?

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It runs successfully on cheapest of crude oil, fuel oil or residuum oil, with a consumption of less than ¾ pint per h. p. hour. Right now, when conservation is the principal keynote, don't you think it is your patriotic duty to get as much for your money as possible? In other words your money must be made to do more work. Investigate the MUNCIE—that's all we ask, after that we know you'll buy. Send for our literature today.

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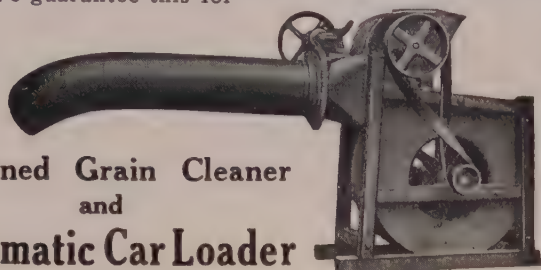
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Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The
Combined Grain Cleaner
and
Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

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Loads every car to full capacity without scooping in dusty car. Improves grades. Cannot injure the tenderest grain. Simple and easy to install and operate. It will pay you to write for booklet, "Don't Swallow the Dust." Do it now.

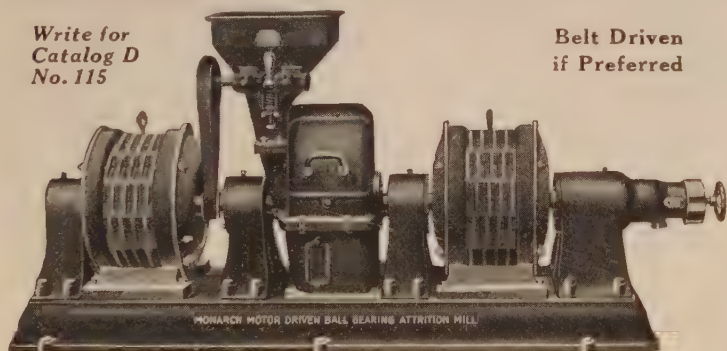
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MAROA, ILL.
Boss Car Loaders.

The Mill of Greatest Economy and Efficiency**The Monarch Ball Bearing Attrition Mill**

Most economical in operation because it requires 25% to 50% less power than Babbit or a Brass Bearing Mill. One compression Grease Cup, full of grease per bearing per week—no waste—no oil on mill or floor. It is the sanitary Feed Grinder.

Write for
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No. 115

Belt Driven
if Preferred



Most Economical not only on account of the saving in power, but also in maintenance cost, because the upkeep expense is practically nothing. All parts interchangeable. Cannot get out of tram. You never lose time or run up big repair bills with a MONARCH. Produces a better quality and larger quantity of work at less cost. You don't have to take any man's word about the MONARCH. Satisfy yourself under our unqualified guarantee.

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GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS, CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

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Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price \$2.75.

GRAIN DEALERS JOURNAL

305 So. La Salle Street

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No Plates
No Sharp Edge
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GRINDS Alfalfa, Corn Fodder, Ear Corn with or without shucks, Head Kaffir, Small Grain, Etc.

Not injured by small stones bolts or nails. **Catalogue FREE.**

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Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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BOWSER FEED MILLS

**GROW
HEALTHY
STOCK**

Crush ear corn (with or without shucks) and grind all kinds of small grain.

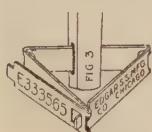
Handy to operate—**lightest running**. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

The N. P. BOWSER CO.
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STOP THE LEAK



by using the Edgar Security First Car Seal. It furnishes positive evidence to locate and stop pilfering for less than a one cent postage stamp per car.

Ask us for prices and samples NOW.

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ATTENTION

Grain Dealers say that Attrition Mills will grind feed to satisfy the Farmers, and because of that they have found them a **PROFITABLE** side line in their elevators.

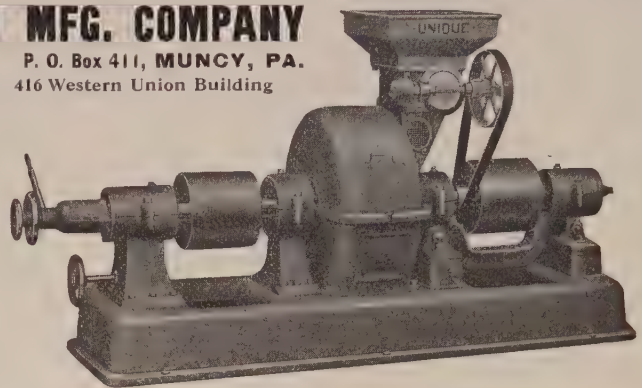
This year, because of **WAR CONDITIONS**, there will be a greater demand for **FEED GRINDING** than ever before.

GET READY to do your share. Write nearest office for further particulars.

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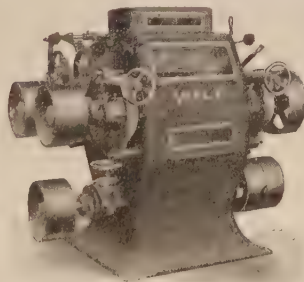
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Mill of TODAY—Motor or Belt Drive

CORN MILLERS

prefer a Roller Mill which is accurately adjustable and stays adjusted; compact, powerful in grinding capacity; smooth, easy running, and absolutely dependable.



The Wolf All Cast Iron "Super Type" Ball Bearing Double Roller Mill is fireproof and stands up under the severest of operating conditions. It is built to endure and keep working.

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Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.

ENTERPRISE, KANSAS

Eliminates Spotting Charges



Thirty Days FREE Trial

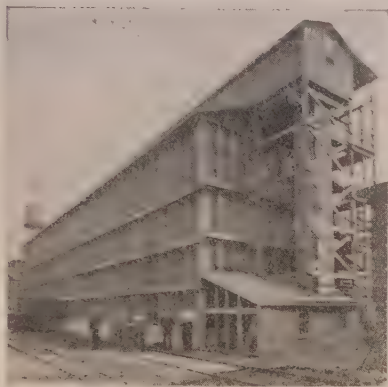
We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

NEW BADGER

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately.

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Big Business is Just Ahead of You—



Unusual Demand for Coal Handling Machinery A Good Business Barometer

Are your facilities adequate for handling your present tonnage—and *More Business too?*

Let us show you a way to reduce your Handling Cost, increase daily deliveries and better your service.

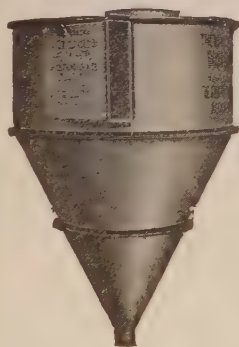
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Solves the
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The only SANE, SAFE thing to do is recover the dust with all-metal fireproof

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Handlers of everything in

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"CONSIGNMENTS AND ORDERS SOLICITED"

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Prevent
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TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

6000 SHIPPERS
Are now using them.
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Spring + Wet Corn = TROUBLE

Don't guess
at the Moisture and Grade

—Be Sure—order the

FLINT-BROWN-DUVEL MOISTURE TESTER

One, Two, Four and Six Compartment Sizes. Glass or Copper Flasks (Government Specifications), Alcohol, Gas or Electric Heated. Sold complete with Scale and all necessary supplies.

Write for Booklet.

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Flint, Michigan

The Automatic Dump Controller

USED EVERYWHERE
WHY!



Efficiency is one of the greatest necessities today. There will be a vast amount of grain handled during the coming Seasons especially, on account of the War Situation. Therefore speed and accuracy are very much in need. You cannot wait to repair your dump between loads, you must have the equipment that will handle your dump without jarring and bumping, and without frightening the horses.

A Soldier of the Dump, am I,
A Soldier brave and true,
I passed them ol' exam's, just why
Is what I'm telling you.
You see I'm good as good can be,
I b'lieve in great simplicity—
When the wagons drive upon the dump,
I don't allow that jerk and bump.
I just say, Boys, "Be careful Sir!
And gently let the ol' cat die,"
And down she sinks with ease so sweet
That if it were a dream complete,
You could not ask for more.

Circulars upon request.

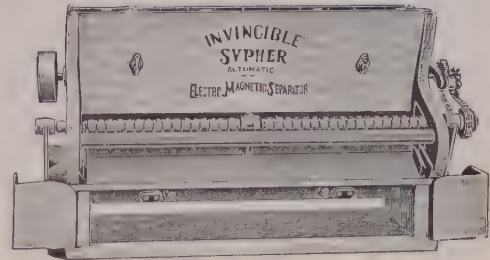
L. J. McMILLIN
523 Board of Trade Bldg.,
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An Inside Guard Against an Enemy You Cannot Keep Off Your Premises

One piece of iron in your grinding machines and chances are, you are out the price of several of these machines.

DARE YOU CHANCE IT?

Others did and are sorry.



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Clutches and start saving
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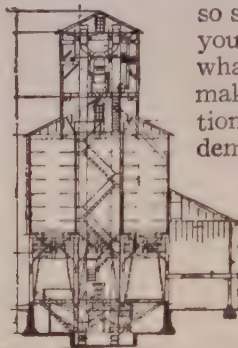
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NOT A CHINESE PUZZLE, BUT READABLE
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so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

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We have the most complete organization in the Northwest for the construction of

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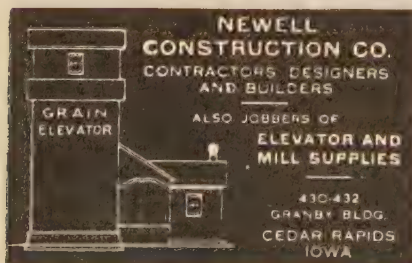
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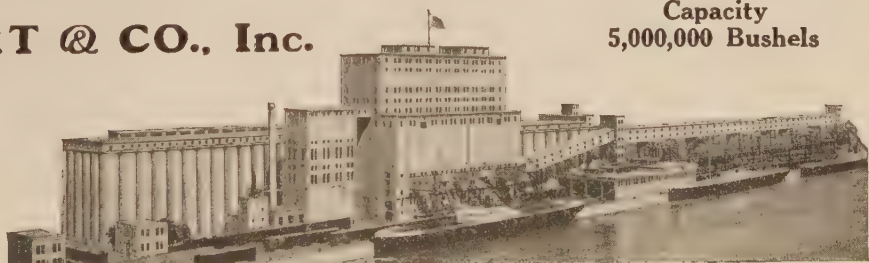
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Now in course of construction at Canton, Baltimore, Md.,
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5,000,000 Bushels**

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GRAIN ELEVATORS
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	ORIGINAL CONTRACT	ADDITIONS
Concrete-Central	Sec. A, 1915	B, 1916. C, D, E, 1917
Shredded Wheat	1911	1913 & 1914
Connecting Terminal	1914	1916
A. J. Wheeler	Monarch Elevator	Wheeler Elevator
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Archer Daniels Linseed Co.	1915	1916
The Record of Satisfactory Work		Its Reward

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THIS reinforced flour mill for the Quaker Oats Company, located at Cedar Rapids, Iowa, was constructed by us in 1917. The building was completely cast in the short time of two months.

We constructed the Quaker Oats Company's first reinforced concrete flour mill in Akron, Ohio, in 1909.

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FOR LIFTING CONCRETE FORMS

Manufactured and Sold by

Nelson Machine Co.

WAUKEGAN, ILL.

In use by many large Elevator Builders

Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

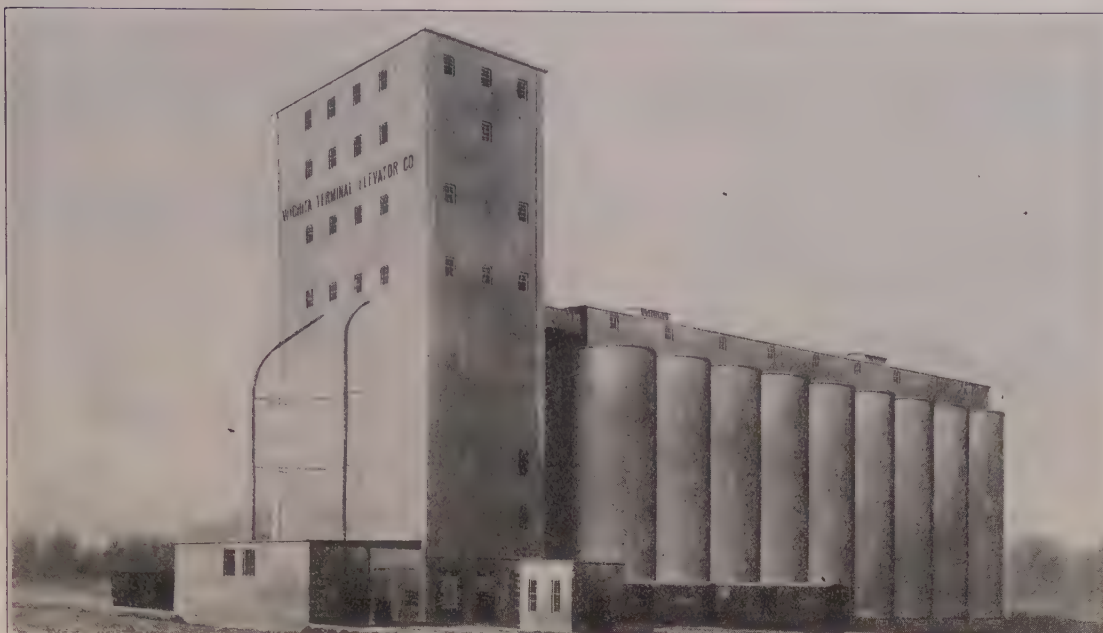
It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,230 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, \$1.75.

GRAIN DEALERS JOURNAL

315 S. La Salle Street, CHICAGO, ILL.



Wichita Terminal Elevator, Wichita, Kansas

Recently Completed. Total Capacity of Plant: 1,000,000 Bushels.

Designing and Consulting Engineers for Entire Work

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**The 1,250,000 Bushel
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is the latest acknowledgment of our capabilities as Grain Elevator Engineers and Constructors.

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Builders of Modern, Fireproof
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GRAIN EXCHANGE,
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WINNIPEG, MAN.

THIS IS WHAT WE DID IN 1917

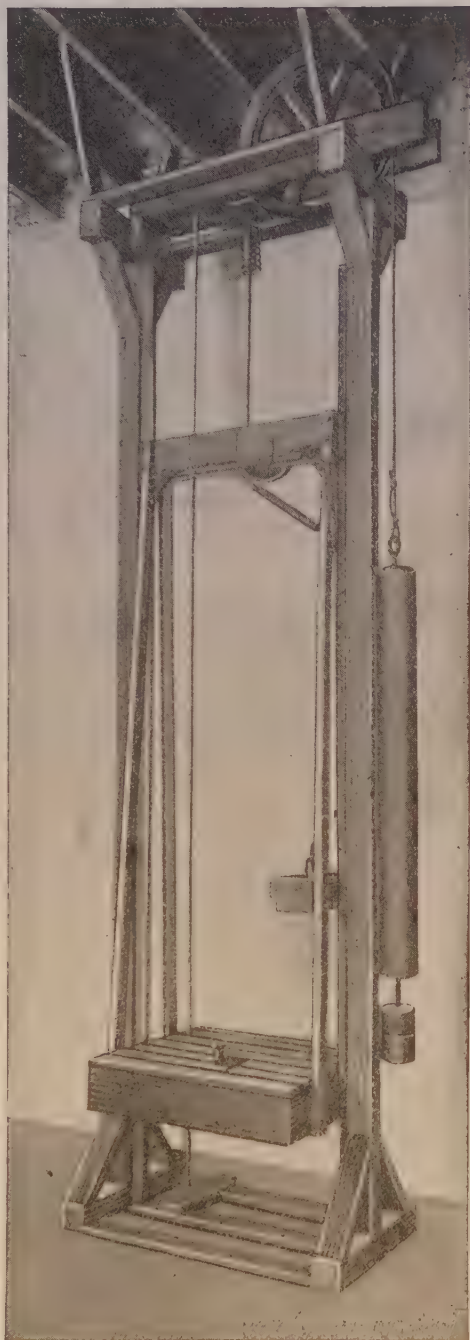
500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.
175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William
500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William
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WE HAVE AN ENVIABLE RECORD FOR SERVICE

We Manufacture All Kinds of Grain Handling Machinery



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Birchard Elevator Boots



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For the want of space we cannot mention one-fifth of the articles we make. Get our literature and our prices. We know that we can save you money. Every article we make we guarantee to give satisfaction or your money refunded.

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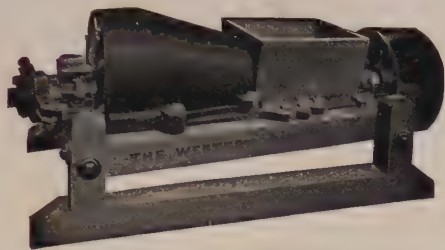
Established 1872.

York, Nebraska.

Better Grain Elevator Equipment



"Western" Pitless Sheller



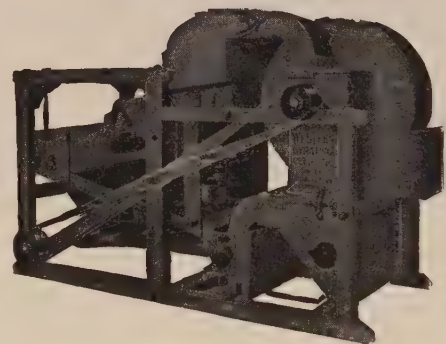
"Western" Regular Warehouse Sheller

is very much in demand at the present time. The need for conservation in everything, especially foodstuffs, makes this demand especially strong. If you are contemplating the erection of a new plant or the overhauling of an old one, do not make the mistake of putting in machinery that will not give you the service you require, and as long as you will require it. There are different forms of conservation, and you can do a whole lot toward this end if you will put in equipment of the

WESTERN LINE

For over forty years we have specialized in grain elevator equipment. Right now we are manufacturing and selling an article that is unequaled. It is supreme in the grain elevator equipment field. We have spent thousands of dollars in ascertaining just what is required to efficiently operate a grain elevator.

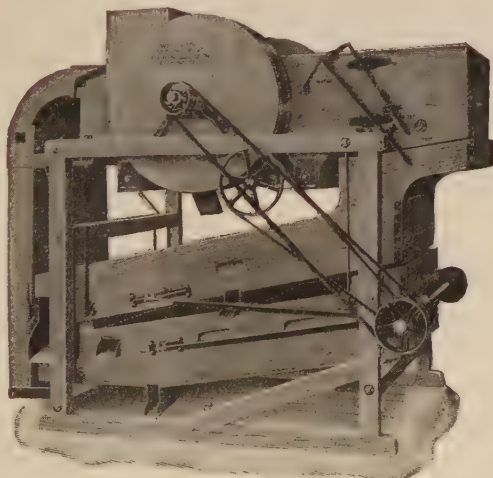
No matter what you may need, you can rely on it that it can be found among the WESTERN LINE.



"Western" Gyrating Sheller

The spring improvement season is not far off, and the great demand and none too good shipping facilities have a tendency to make slow deliveries, so it behooves you to get your order for machinery in as early as possible to insure early shipment.

If you do not need any machinery now, send for our catalog. It will come in handy when you do.



"Western" Combined Corn and Grain Cleaner

UNION IRON WORKS
Decatur, Ill.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

FOR SALE—Three cribbed and iron clad 10,000 bushel elevators, located in best wheat belt of northern Utah. Price right. Address John, Box 5, Grain Dealers Journal, Chicago.

FOR SALE—Elevator and feed mill. Flour and feed business. No competition. Good business. Best plant in southwestern Wisconsin. Address J. H. Johnsen., Montfort, Wisc.

INDIANA Elevator for sale; owners cannot give business the attention it requires. Coal sheds, tool house, all built two years ago. Address Avenue, Box 2, Grain Dealers Journal, Chicago.

FOR SALE—Elevator and coal-yard in Northwestern Ohio. Will pay 40% dividends. No trade. Price, \$16,000. If you mean business, address Fair, Box 3, Grain Dealers Journal, Chicago.

KANSAS elevator for sale, 15,000 bu. capacity, built in 1915. Equipment consists of Grain Cleaner, Automatic Scale, Car Loader and 12 H. P. Fairbanks-Morse Engine. For information, write Seguin Grain Co., Seguin, Kas.

FOR SALE—Three elevators in Northwest Oklahoma. Best wheat belt in state. All well located in good live towns. Good schools and churches. Bargain if sold soon. Address Head, Box 5, Grain Dealers Journal, Chicago.

WILL SACRIFICE 25,000 bu. cap. elevator and beautiful home for quick sale. Less 40 miles Dayton, Ohio. No competition. On own ground and own siding. Business man's opportunity. Address Son, Box 5, Grain Dealers Journal, Chicago.

MICHIGAN Bean Elevator for sale. Small, but fitted with latest machinery, including bean drier. Good seed and feed business for a hustler who is willing to build it up. Excellent location and advantages. Craun & Craun, Quincy, Branch County, Mich

FOR SALE—2 country elevators, one Eastern Central Indiana, one Southeastern Indiana. Feed, flour, coal and other side lines in connection. Will sell outright, or will dispose of interest to right party. Can show good profits. For price, etc., address S. & M., Box 2, Grain Dealers Journal, Chicago.

ILLINOIS Elevator, 65,000 bu. capacity, dealing in grain, coal, lumber, building materials and implements. Elevator building cribbed, concrete tanks, oat storage. Modern equipment. Gas-kerosene power. Yearly shipments, 250,000 bu. Address Center, Box 3, Grain Dealers Journal, Chicago.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.

ELEVATORS FOR SALE

BARGAIN for quick sale—25,000 bushel elevator with 48x80 warehouse, both reinforced concrete. It is equipped with gasoline engine, full cornmeal and receiving separator. Two unloading legs, ample trackage with track scales. Address B. J. Carrico, Forth Worth, Texas.

INDIANA Elevator and Retail Feed business for sale. 12,000 bu. modern house with large ware-rooms attached. Electric power, individual motors, total 46 H. P. Minimum \$11 per month. Station handles 120,000 bus. oats and corn, 200 cars hay. Have large retail feed trade. Fine opportunity to add coal, tile, etc. No better competition could be wanted, no cut-throat game here. A live-wire town of 3,000, surrounded by fine farming country. Managing partner wishes to retire, other partners have interests elsewhere, and cannot handle this business. This is a great bargain at \$8,000. Write Nappanee Produce Co., Nappanee, Ind.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

JAMES M. MAGUIRE—elevator broker, 6454 Minerva Ave., Chicago.

Have for sale a fine selection of elevators in Illinois, worth the money. Can use a few more if priced right. Always glad to hear from prospective buyers.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

ELEVATORS WANTED.

WANTED—To lease Elevator in Western Kans., or would buy right proposition. Address Lee, Box 5, Grain Dealers Journal, Chicago.

WANTED to buy an elevator in Northwest Iowa. Must be a money maker and good plant. Mean business. Address Good, Box 4, Grain Dealers Journal, Chicago.

WE ARE IN THE MARKET for an elevator in a good location. State fully capacity, transportation available, competition, price, etc. Address P. O. Box 2, Galt, Iowa.

WANTED TO BUY for cash—elevator in Central or Eastern Iowa, in good live town. Prefer business handling side lines. Address Het, Box 4, Grain Dealers Journal, Chicago.

DYNAMOS—MOTORS.

MOTORS OF ALL KINDS and sizes, for sale. Write Osborn, 1505 Commerce Bldg., Kansas City, Mo.

IF YOU ARE SEEKING a business write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE

FOR SALE—25 Bbl. Midget Mill, running and doing good business. Good Reason for selling. None but prospective buyers need answer. Write The Ray Midget Flour Mill, Ray, N. Dak.

BUSINESS OPPORTUNITIES.

IF YOU WANT to sell or exchange your property, write me. John J. Black, 57th St., Chippewa Falls, Wisc.

FOR SALE OR TRADE—Feed Mill, feed store and flour exchange. Doing good business. Will stand closest investigation. Sherm Johnson, Roll, Ind.

WANTED—Experienced grain man to take active interest in extensive elvtr. business in Montana. Must have some capital to invest. Give qualifications and exper., first letter. Address Montana, Box 2, Grain Dealers Journal, Chicago.

YOUNG grain man with successful private experience and first class references wants to invest capital with services in a profitable growing grain or milling business. Capable and reliable. Confidential. Address Young, Box 5, Grain Dealers Journal, Chicago.

MILL & ELEVATOR FOR SALE.

FOR SALE—50 Bbl. flour mill and elevator in one of the best small towns in northern Michigan. Located in good grain and stock farming section, drawing trade from 15 to 20 miles in each direction. Electric power and light. Full roller process. Buckwheat and Rye roll, and Feed Mill. Good retail flour and feed business with no opposition. This is a money maker for someone. Particulars on request. Owner is getting old, and health is poor. Only son is in Army draft. Custer Milling Co., A. C. McGugan & Son, Props., Custer, Mich.

BIDS WANTED.

WANTED—Contractors to figure on a Concrete Flour Mill. Address Farmers Co-operative Elevator & Supply Co., Longmont, Colo.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

HAY WANTED.

WANTED—Alfalfa, Prairie, Timothy Hay, Snap Corn, Oats and Mill Feeds. Will buy in large or small quantities from any place.—A. S. Lewis Gr. Co., Dallas, Texas.

SCREENINGS WANTED

WANT TO BUY Grain and Seed Screenings of all qualities; send samples for bids. The Moses Rothschild Co., Chicago, Ill.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

FEEDSTUFFS.

WANTED—Ear and Shelled Corn, Timothy, Mixed and Alfalfa Hay, Bran, Middlings and all other mill feeds, straight or mixed car loads. Quote delivered prices and send samples. Peninsula Produce Exchange of Md., Pocomoke City, Md.

SITUATIONS WANTED.

IF you can use an all around grain, coal and feed man, with 12 years experience, address L. Bx. 262, Hooper, Nebr.

WANTED—Position as grain buyer, in S. Dak. or Minn. 4 years' experience. Married. Age 34. Address P. F. Murray, Sioux Falls, S. Dak.

WANTED—Position as manager of grain elevator. Reference and bond furnished. Not in the draft. Address Free, Box 3, Grain Dealers Journal, Chicago.

POSITION WANTED with a good live grain firm. Have experience and initiative for upbuilding of business. Address Bush, Box 5, Grain Dealers Journal, Chicago.

WANTED—Position as general manager of Elevator by competent experienced young man. No job too large. Address Ohio, Box 2, Grain Dealers Journal, Chicago.

WANTED—Position as manager of country elevator by man with 18 yrs. experience in the grain business. Good hand at keeping mach'y in repair. Not afraid of hard work. Address Excel, Box 5, Grain Dealers Journal, Chicago.

WANTED—Position as buyer and manager of Farmers or Line Co., by man with 10 years' experience in the grain trade. Expert judge of grain, and accountant. References furnished. Address Rex, Box 5, Grain Dealers Journal, Chicago.

WANTED—Position in the grain business, by man of ability and experience, at present manager of a line of elevators, but desiring change. Good reason for change, and best of references. Address Able, Box 3, Grain Dealers Journal, Chicago.

WANTED—Position as manager with farmers elevator, or some good private concern. Thoroughly experienced in grain and feed business. Prefer Western Nebr., Eastern Colo., or Wyo. Would invest in right proposition. Address Long, Box 1, Grain Dealers Journal, Chicago.

WANTED—A position with good grain firm to solicit consignments thru Minnesota, Iowa and South Dakota. Have had several years experience in the grain business as manager of farmers elevator company, but wish a change. For further particulars, address T. J. E., Box 4, Grain Dealers Journal, Chicago.

HELP WANTED.

WANTED—An experienced soft wheat man to take charge of a country elevator. A life-time job for the right man. If interested, address Box 156, Laclede, Mo.

WANTED—Man to handle grain and lumber. Prefer one who can talk German. State experience fully in first letter. Address Elco, Box 5, Grain Dealers Journal, Chicago.

WANTED—Experienced man as elevator foreman. Permanent position with good pay to right man. State experience and salary desired. The Ansted & Burk Co., Springfield, Ohio.

WANTED—Draftsman—High grade man, familiar with design of grain elevators, mill and factory buildings. State age, experience and salary desired. Eastern location. Address Contractor, Box 4, Grain Dealers Journal, Chicago.

CASH REGISTERS.

CASH REGISTERS—St. Louis Cash Registers and Rebuilt National Cash Registers for Book-keeping and accounting. Are you interested? Howe Scale Co., St. Louis, Mo.

STEAM ENGINES—BOILERS.

FOR SALE—85 H. P. Engine, boiler, heater and pumps. Also complete 100 Bbl. mill machinery. Sell all or part. Cheap. Address W. T. Conklin, Kaw City, Okla.

FOR SALE Boilers 35-45 & 90 H.P. Engines 20-50-60 & 150 H.P. Gas Engines 6-10-15 & 25 H.P. Heaters, Pumps, Stacks. Casey Boiler Wks., Springfield, O.

FOR SALE—Two 100 h.p. boilers. Two 80 h.p. boilers. One 150 h.p. Corliss engine. Heater and pumps. Guaranteed as good as new. W. E. Lamb, Arcade Station, Nashville, Tenn.

CORLISS ENGINE 14x36. Excellent second-hand condition. Immediate shipment. Also boilers, all sizes and makes for immediate shipment. J. F. Davis, 1409 Harris Trust Bldg., Chicago.

FOR SALE—250 H. P. Erie City vertical water tube boiler and 200 H. P. Buckeye engine; both in first class condition; they have been used only a few years and have never been overloaded; must be seen to be appreciated. Cutsinger & Thompson, Shelbyville, Ind.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

STORAGE TANK FOR SALE.

FOR SALE—10,000 bus. Steel storage grain tank. For further particulars, address Walker & Crane, Sandborn, Ind.

SAFES FOR SALE.

SAFES—Exclusive agents Herring Hall Marvin Fire and Burglar proof safes. Portable Vaults & Filing Safes. What size do you need? Howe Scale Co., St. Louis, Mo.

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

ENGINES FOR SALE.

25 H.P. FOOS ENGINE for sale. Cooling and supply tanks; new pipe. Used only few months. The Roundup Milling Co., Roundup, Montana.

FOR SALE—20 H.P. 2 cyl. Cushman engine, with feed pump and underground gasoline tank. Used 18 months. Price \$350. Address J. A. Gilles, Philo, Ill.

FOR SALE—35 H. P. Olds gasoline engine, now in use. Sheller having been taken out of elevator, a smaller engine will do the work. Wayne Bros. Grain Co., Delavan, Ill.

FOR SALE—1-40 H. P. Foos Gas or Oil engine. 1-25 H. P. Meitz & Weiss Oil Engine. 1-15 H. P. Wagoner A. C. Motor, single phase, 110-220 volts. New. Highland Light & Power Co., Highland, Kas.

FOR SALE—16 H.P. Fairbanks-Morse gas or gasoline engine, having complete gas attachment. Engine same as rated at 22 H.P., present time. Price, \$400. Putting in motors. The E. W. Armstrong Co., Monroeville, Ohio.

SCALES FOR SALE.

FOR SALE—One 20,000 lb. Fairbanks Truss Lever Hopper Scale. Good condition. Howard Grain Co., Mount Hope, Kas.

FOR SALE—One second-hand Avery Automatic Scale, capacity 6 bushels per discharge. Good condition. DeLong Bros., Sadorus, Ill.

FOR SALE—150 bu. Fairbanks hopper scale. Good as new. For particulars write G. E. Roe, Mgr. Farmers Union Co-op. Ass'n, Carroll, Nebr.

WANTED AND FOR SALE—Scales, re-fitted wagon, dormant and portable. What make do you want? Also complete stock of Howe Scales for every known purpose. Largest dealers Scales, Safes and Cash Registers. Are you in need? Write today. Howe Scale Co., St. Louis, Mo.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

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GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago Ill.

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Name of Firm

Capacity of Elevator Post Office

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Use Universal Grain Code and Reduce Your Tolls.

ENGINES WANTED.

WANTED—One 50 or 75 K. W. 110 volt D. C. Generator direct connected steam engine, with or without boiler. Must be in good condition. Electric Roller Mills, Golden Valley, N. Dak.

WANTED

WANTED—One high pressure steam boiler, 150 horse power. Must be in first class condition. Address C & C, Box 5, Grain Dealers Journal, Chicago.

MACHINES WANTED.

WANTED—9x24 roll, three pair high. Must be in good condition. Write Pitt, Box 5, Grain Dealers Journal, Chicago.

WANTED—Combined sheller and Cleaner. Capacity 300 bu. Address Burke & Stephenson, Story City, Iowa.

WANTED—Second-hand grain or bean washer, good make, and in good condition. Address Ibco, Box 5, Grain Dealers Journal, Chicago.

MACHINES FOR SALE.

FOR SALE—3 No. 10 Invincible Receiving Separators, in first class condition. Address Silver, Box 5, Grain Dealers Journal, Chicago.

FOR SALE—10 oil engines, 20 grain cleaners, 50 grinders, 100 roller mills, pulleys, hangers. Half price, like new. A. D. Hughes Co., Wayland, Mich.

ATTRITION MILL, 24-inch double disc, belt driven; ring-rolling bearings, for sale. In excellent condition, \$280. 2208 1st Ave., So., Seattle, Wash.

FOR SALE—200 trays, been used for sprouting and trying grains. One set of rolls; conveyors, elevator leg and mixer; also grain drier. Wm. Rotsted, 559 Surf St., Chicago.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

FOR SALE—Sutton, Steele & Steele No. 112 Seed separating and grading machine. Practically new. A bargain for cash or might trade for Alfalfa or other Field Seeds. It will pay you to investigate this. Pittman & Harrison Co., Sherman, Tex.

BELTING FOR SALE.

2-26" 4 ply Rexall canvas belts, 118 feet and 225 feet long, 60c a foot.

2-26" 4 ply rubber belts, 168 feet and 105 feet long, 40c a foot.

All in good condition.

The STEPHENS ENGINEERING CO.,
Monadnock Bldg., Chicago.

WRITE FOR LIST OF

\$50,000 stock of new and used
Pulleys, Shafting, Hangers and
every description of Power
Transmission Machinery.

LEATHER, RUBBER and CANVAS

BELTING

TEUSCHER & SON
MACHINERY SUPPLY CO.

527 N. 2nd St.

St. Louis, Mo.

MACHINES FOR SALE.**REAL BARGAINS**

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St.,

Chicago, Ill.

FOR SALE**At Bargain Prices**

1086 feet 18 inch—4 ply Rubber Elevator belting with 16x5 Steel Grain buckets attached. Buckets are for Grain only—Brace in center. In first class condition.

280 ft., 18 inch—4 ply Rubber Elevator belting with 12x6 Minneapolis V Buckets attached—12 inches apart. In first class condition.

1—No. 409 "Eureka" Barley Separator, capacity 800 bu. per hour.

1—No. 4 "Invincible" Milling Separator, capacity 80 bu. per hour.

1—No. 175 "Eureka" Dble. Receiving Separator, capacity 60 to 200 bu. per hour.

1—No. 453 "Eureka" Cracked Corn Separator, capacity 125 bu. per hour.

1—9" Caldwell Trolley Spout (new).

All the above guaranteed for all practical use as good as new.

WRITE FOR OUR No. 18G Bargain Book giving a complete list of machinery and supplies on hand with net prices.

EVERYTHING FOR FLOUR MILLS, FEED MILLS, AND GRAIN ELEVATORS.

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Chicago, Ill.

NEW CORN

We Shell, Clean and Dry Corn

Capacity 10,000 Bushels Per Day

Ship Us Your Ear Corn or Shelled Corn

JOHN KAM MALTING CO.

BLACK ROCK, N. Y.

Located on N. Y. C. R. R.

R. R. Track and Hopper Scales

Correspondence Solicited

**Your
Advertising Seed**

may grow anywhere, but you are sure to reap a bountiful crop of large orders when planted in our "Seeds Wanted - For Sale" department.

A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.

Grain

Commission Merchants

West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,

Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is also a very efficient medium in saving telegraphic tolls. Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but we cheerfully recommend it as a reliable and useful code for the purpose for which it is intended.

Yours truly,

POPE & ECKHARDT CO.
WNE:S

This is only one letter. Dealers everywhere who have used it pronounce the "Universal" to be far superior to any code ever published for the Grain and Milling Industries.

Its 146 pages of policy bond paper contain 13,745 expressions for modern, present day, trade terms, every one of which means a saving in tolls to you.

Follow the example of Pope & Eckhardt Co. Stop the leaks in YOUR profit account by sending us your order today. Price \$3.00.

Grain Dealers Journal

315 So. La Salle St.

Chicago, Ill.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE

FOR SALE—Car-load lots, Broom Corn and Golden Millet; also Dwarf Cane seed. The Spelts Grain Co., Sterling, Colo.

FOR SALE—Red Clover Seed direct from the quality producing section of Wisconsin, free from buckhorn and dodder. 5 to 25 bag orders from critical buyers, our favorite trade. Oshkosh Seed Co., Oshkosh, Wisc.

FOR SALE—Several carloads of extra good Reid's Yellow Dent Corn, suitable for seed. Can ship shelled or in ear. Also have car Red Texas Seed Oats, Red Clover Seed, and some Rye for seed. Eagle Mill & Elevtr. Co., Higginsville, Mo.

FOR SALE—We have around 5,000 bushels of Reid's Yellow Dent Seed Corn, raised from seed that took prize in Saline County, Missouri. Have had three germinations, testing 83, 90 and 97; average, 90%. We offer straight carloads, in bulk, on track, Kansas City, at \$4.50 per bu.; or less than car lots, sacked, at \$5.00 per bushel. Ship soon as can get cars. C. V. Fisher Grain Co., 604-05-06 Board of Trade, Kansas City, Mo.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kafir Corn. Write or wire for prices.

HENRY LICHTIG & CO., Kansas City, Mo.

RUSSELL SEED CO.

Carlot Shippers All Southern Seeds
We buy Clovers, Rye, Barley, Wheat

MEMPHIS, TENN.

SEED CORN COMMERCIAL

Red Cob White—Boone County White—Yellow Dent
SUNFLOWER SEED

SIKES-McMULLIN GRAIN COMPANY, SIKESTON, MO.

The J. M. McCullough's Sons Co.

BUYERS—SELLERS

Field and Garden Seeds

CINCINNATI - - OHIO

SEEDS FOR SALE

FOR SALE—Black Hills alfalfa seed; \$5 per bushel. For sample, send stamp to Brookside Farm, Buffalo Gap, S. D.

WE specialize in German Millet, and can offer carlots or less for sale. Correspondence solicited. D. H. Clark & Sons, Galt, Mo.

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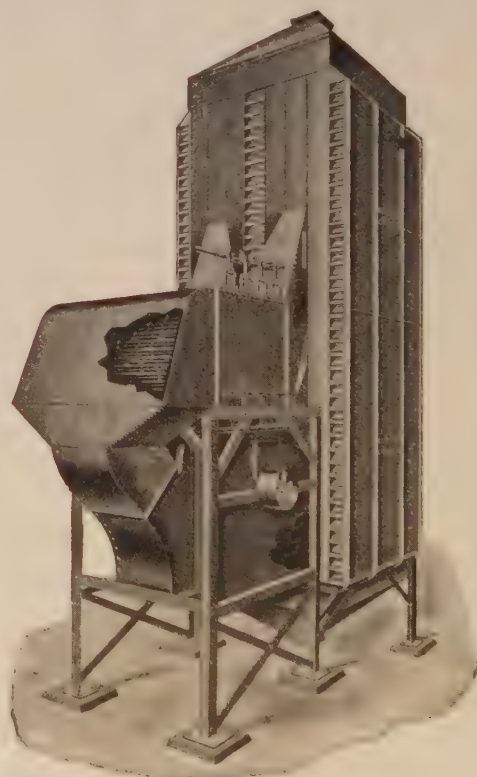
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[Incorporated]

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on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

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Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, MARCH 10, 1918

LEGEND asserts it was the last straw that broke the camel's back, but an Ohio hay man shipped 41,960 lbs. of straw in a car and the only back broken, if any, was that of record of car loads of straw.

THE PERSISTENCE with which assistant secretary Karl Vrooman insists on farmers salting down their wet corn, in the hope of saving it, has aroused the suspicion in some quarters that this impractical agitator is laboring under the impression that he knows something about corn.

DEMURRAGE rules promulgated by carriers and published in tariffs are binding alike on the carrier and the public. In a case reported in this issue of the Journal the fact that the receiver did not use his own sidings, but specified delivery on the railroad team tracks, did not excuse the railroad from making actual or constructive delivery in accord with receiver's request made in conformity with the published demurrage rules. When the grain dealer feels he is getting a raw deal it would be well to look up the published rules and find out if the carrier is living up to them when demanding that the shipper do so.

DO NOT waste grain or permit it to be wasted, as every grain is sorely needed. Cooper cars thoroughly and line them with heavy paper. Grain is so valuable no shipper can afford to take chances on having it scattered along the right-of-way.

SHORTAGE of ships makes food products scarce and prices high in England and Continental Europe. Shortage of transportation in the United States created and has maintained high prices for corn, oats and other grains. The easy and efficient remedy is to increase the grain transportation facilities and fill every bin to the brim during the fall when the railroads can be operated most efficiently and at the lowest cost.

GRAIN DEALERS who believe that the mutual fire insurance companies have carried their risks at a safe minimum cost, and exercised intelligent supervision in the elimination of known hazards should quickly write their representatives in Congress vigorously opposing any Governmental interference with the insurance on mills and grain elevators. Too much legitimate business has already been sacrificed to the trade charlatans.

FIXING the oats maximum at 93 cents, like the corn maximum at \$1.28, deprives the country shipper and all other cash grain handlers of their invaluable hedging facility and price criterion. Non-members of the exchanges who suffer loss by abdication of this useful and legitimate function of the exchanges should bear in mind that self-preservation is the first law of nature; and that when it comes to a choice between continuing a useful public service or having the institution closed by the government the directors of the exchanges may be pardoned for preferring to remain alive, though emasculated.

THE RUSSIANS, who have been persistently opposing all middlemen, are now suffering from wild disorder and great depredation. The grain merchants were outlawed and the crops were left on the farm, while the cities are suffering for food. The middleman who buys, classifies, cleans and prepares for market large quantities of grain, is indispensable to the economical marketing of grain. Either this service must be performed by a grain merchant, or else by an employee of the producers, who is provided with an elevator and funds to operate it. The cry against the middleman has been followed in the United States by simply the introduction of an additional middleman and generally an increase in the cost of marketing the crops of a section. The starving Russians would like very much to have the middleman now, ready to serve them with food, but it is too late. He is gone.

CORN IN Ohio and Indiana seems to be in unusually bad condition, in fact it is in worse condition than in other corn surplus states, but corn every where north of the Ohio River is in such wretched condition as to warrant careful sorting and prompt drying, on the ear where possible.

CLOSE study of the rules and regulations of the Food Administration and such additions and amendments thereto as are published from time to time should be made by every licensee. While it is not claimed the rules are 100 per cent perfect, and while unquestionably they will be modified, it is incumbent on the licensee to know exactly what is required of them. Food Administration officials claim they have no desire to be arbitrary but there is ample evidence now on hand to support the assumption that Food Administration regulations will be enforced and that failure to carry out the spirit of the rules will bring a sure penalty.

THREE DOLLARS is a pretty stiff switching charge for setting cars on privately owned side tracks, but the railroads modestly demand that the director general of all railroads allow them this charge. The grain shippers of the country should make it plain to Director General McAdoo that cars set on their private switches are not switched far enough to justify the charge. Where cars are switched several miles on the side tracks of large industrial plants a small charge for the service might be justified, but as a rule the railroads have been very glad to perform this switching service for any firm who would provide their own side track and originate freight for the company. The demand is unreasonable, and shippers owning their own side tracks should make haste to impress this fact upon Mr. McAdoo.

WRITTEN ORDERS for cars were never more necessary than at the present time, and it is difficult to understand why so many grain dealers are content to order cars orally. There can be no good reason for failure to file the orders in writing, even when cars are plentiful; and certainly the need for systematic handling of this portion of the business was never more imperative. It is a simple matter to obtain the railroad agent's signature acknowledging the receipt of a written requisition, and when this is done a record is established that will be unimpeachable in any later action. Number the written orders consecutively; get the agent's receipt for each; when a car is furnished endorse it upon the proper order, showing initial, number, date and hour; and evidence will be created to support fully any kick that must be made. Fail to do these things, and the authority to whom protest is made is justified in considering it a case of one man's word against another's.

SOME OF THE damp corn reaching Chicago is not placed as soon as necessary to prevent deterioration. Chicago's drying capacity is the greatest in the country but slow movement of corn through the terminal yards reduces the percentage saved.

THE ERECTION of grain elevators or any other food storehouses is not likely to be interfered with by any rules or regulations of the Food Administration, or any other department of the Federal Government, because any facilities which will help to conserve food or facilitate its marketing, are of prime importance to the nation in its present warfare.

SPEAKING of manipulation, just who or what caused it, or why are the prices of rye and barley so wonderfully high? Could it be that that old reprobate D. E. Mand has anything to do with the situation? When rye goes to \$3.00 and better and barley to \$2.50 and better, there must be some cause back of it. The call for wheat is insatiable, but the price (now don't laugh) is not affected thereby.

KILN DRIED CORN is being refused by the government at Atlantic seaboard ports because some of the grains are cracked in the drying process. One Chicago shipper reported thirty cars rejected on this account. The southern and central primary markets, draining corn from districts not so heavily damaged by frost, handle better quality corn and make higher percentages in filling export orders.

CARS ARE said to be more plentiful, but grain shippers thruout the corn belt continue to complain bitterly because of their inability to ship to driers the corn which is spoiling. It would be far cheaper for every country elevator operator to equip his plant with a modern drier and prepare to save all damp grain marketed by farmers. Every year finds some crop greatly in need of drier service and this year many dealers are drying grain in transit, altho their equipment was designed only to dry the grain marketed at their station.

MOST FARMERS, when they contract grain for delivery at a future date, honestly intend to haul in the grain. But good intentions oftentimes are left by the wayside when the temptress *Advancing Prices* is met with. The honest farmer will not object to signing a contract which states the terms of the agreement explicitly, and in no other way can the dishonest man be guarded against. The dealer, to play safe, must immediately resell the grain which he contracts to receive from the farmer, and if he does this without knowing that the farmer will make delivery he is playing a sorry trick on his bank account.

TERMINAL elevators have stood idle long enough to satisfy even the leaders of the do-nothing pseudo patriots; and the terminal elevator operators and Boards of Trade are now hard at work at Washington in an effort to have their facilities employed in winning the war. Their problem is difficult. In the interest of better marketing facilities all dealers should help secure their use.

CORNCOBS, the ashes from which would help much to supply the potash that we are so greatly in need of, are going to waste in every portion of the corn belt. Some dealers find it necessary to have them hauled away from the plant and dumped. Every dealer should prepare to install facilities for burning the cobs to secure the precious potash in the ashes, in order that this waste may not occur in future years.

IF MUDDLING government officials continue to issue contradictory orders regarding the transportation of grain, all railroad officials, as well as the grain fraternity, will soon be in wild confusion. Someone issues embargo notices and other persons high in authority deny that they exist, so that freight traffic officials are all at sea, and much grain is spoiling from lack of transportation, while some trunk lines are working at less than 20% of their normal efficiency.

HEARINGS on the new wheat standards, which are published elsewhere in this number, will be held during the next two weeks, and shippers who are unable to attend the hearings will be given attention by writing out their criticisms and sending them to the Secretary of Agriculture. It is hoped to have the new rules changed satisfactorily to the trade, so that they can be published the necessary 90 days in advance of July 1st, and thus secure their enforcement in the handling of the 1918 wheat crop.

ASK ANY official of a grain carrying railroad and he will tell you theft of grain in transit is virtually an impossibility, that the train crew is on the watch while the car is en route and the railroad yards are guarded by an efficient police force after the car reaches a terminal point. It all sounds very reasonable but when railroad employes band together to levy unlawful tribute on merchandise in the custody of the carriers, isn't it time that the official position was toned down a bit? Thefts of grain and other commodities can and do occur en route. Recently a Chicago federal grand jury indicted the secretary of a local chapter of the Brotherhood of Railroad Trainmen and twenty-four others for robbing cars on the Indiana Harbor Belt line of merchandise valued at \$350,000. Turning down claims for losses en route because of the "impossibility of grain being stolen" does not jibe with the condition here revealed.

SOMEONE with the courage requisite to bearding a mouse in its den or sufficient to beard all of the mice of the wheat fields of Australia, should lock horns with the Food Administration on this matter of selling wheat for less than it cost. A Kansas dealer stands to lose \$1,105 by complying with an order to sell 1,700 bus. of wheat for which he paid \$2.65, at the price now paid by millers or the Grain Corporation. Why not take the bull by the horns and offer it to millers or the F. A. at cost, plus carrying charges?

BUSINESS MEN who do not believe that the war gives the government just excuse for taking over every line of business, should let their voice be heard at Washington. The latest addition to the long line of business-grabbing schemes, is a bill introduced last week empowering the government to take over all means of communication by wire. That would mean the muddling of the telegraph and telephone system just as badly as the railroad, coal and grain businesses have been mixed up. Red tape proves a perpetual bar to efficiency.

ASSESSING DEMURRAGE before shipment has reached destination specified by receiver and on some distant side track at the convenience of the carrier was attempted a few years ago at New Orleans, and now in a similar case at Brooklyn, N. Y., the Interstate Commerce Commission has curbed the carrier's greed. The winning of a shipper's suit for unreasonable switching charges at Waverly, Ill., also reported in this number of the Journal, should encourage shippers everywhere to resist the unfair aggression of carriers.

THE RAILROADS of Montana seem to be particularly careless regarding the safety of elevators built on their right of way. A short time ago W. A. Clark, Barber, Mont., wrote us regarding the hard fight a party of his fellow townsmen had in helping him to save his elevator from flames, started by weed burners. It seems that the section men were sent out to burn the weeds along the track and did not care even if it was a windy day. An ice house burned and the elevator was showered with sparks for two hours yet it was saved. Now another Montana dealer reports in this number how the railroad set a car of cinders beside his elevator one windy afternoon and the zephyrs developed a flames in the mass which threatened to destroy his elevator. Fortunately it was daylight and this elevator was also saved from the rank carelessness of the railroad employes. It is evident that the leases of Montana railroads do not hold them liable to owners of buildings erected on right of way for the carelessness of employes.

TRACTION LINES do not always offer safe building sites for grain elevators, not that the elevator is likely to be showered with locomotive sparks, but occasionally cars are sold and the track removed, so that the elevator is left high and dry without an outlet. Two Indiana traction lines are now being junked, and at least six elevators will be useless, unless they can be moved to a distant railroad track. Judging from the experience of the grain firms who lose thereby it is not the part of wisdom to build an elevator on a traction line, unless the road is firmly established and on a paying basis.

PASSING OF TITLE to grain is so involved with transfer of B/L, acceptance of sample and a complexity of contractual obligations developed by the grain trade that buyers can easily find hair splitting technicalities on which to disclaim ownership in case of loss properly falling upon the owner. All quibbles are brushed aside, however, by the U. S. Circuit Court in the recent case of the Pampa Grain Co., reported elsewhere in this number of the Journal, holding that the buyer of grain damaged by the Galveston flood must stand the loss because "one who has acquired complete dominion over property has all the right of ownership and corresponding liabilities."

ELEVATOR BUILDING should be encouraged. Ample storage at terminal markets and adequate drying and cleaning equipment at both country and terminal elevators is essential to quick and economical handling of the cereal wealth produced each year. Chicago, for example, reported a storage capacity of about 36,000,000 bus. at the close of 1916. The completion of the North Western Terminal elevator added 6,100,000 bus. of storage capacity. Crediting miscellaneous breweries and feed houses with an aggregate storage of 3,000,000 bus. gives a total of 45,000,000 bus., but so scant has been the supply of grain that the cash commands a premium over futures. Premiums for cash grain are the result of scarcity in the central markets due to inefficiency of our transportation facilities and the general price demoralization ushered in by price fixing and trade regulation. Members of the grain trade should set about remedying this condition. One of the first steps that should be taken is to make it possible, and profitable, to fill the terminal elevators—get the grain that much nearer the consumer, for it must reach the consumer before it is of any value to the United States in helping to win the war. While the subject is up for decision action also should be taken to increase the storage capacity of country and terminal elevators, with huge additions to drying and cleaning equipment, to the end that each year's crops, whatever their condition, can be handled quickly and without loss.

Political Attack on Grain Standards.

Wheat growers who are obsessed by the delusion that the Federal Administration has cheated them out of several cents per bushel by calling what was formerly No. 2 under the old Minnesota state grades, No. 3 under the Federal grades, have prevailed upon their representatives in Congress to introduce a bill, H. R. 10105, taking the establishment of grades out of the hands of the U. S. Department of Agriculture and placing it in a board comprising a member from each state growing more than 100,000,000 bus. of grain per annum, the Sec'y of Agriculture having but one vote.

Governors of the respective states will appoint the state representatives, and this is a sufficient guaranty the proposed board will be purely political in its make-up.

What assurance would there be that the proposed Grain Standards Board would not change each and all of the grades every season?

The first session of such a board would witness an attempt by the northwestern representatives to go back to the old Minnesota grades, upsetting the contract grades of all the exchanges.

True, there may be objections to a central, federalized and bureaucratic establishment of grades; but as long as the present Bureau of Markets continues its painstaking effort to have the grades meet the needs of the grain trade grade control may well be left as it is.

Government Confiscation of the Insurance Business Impractical.

The many alarming stories being circulated regarding the great amount of fire losses in the United States and the large number of rumors about incendiary fires are not supported by reliable facts or figures. Scheming demagogues grasping for more power are simply striving to drive the public into a hysterical condition that will blind it to the business wrecking plans of the wild-eyed propagandists. It should not be necessary for the Government to give further proof of its inefficiency by attempting to take over or manage any other lines of business and last of all a specialized field like the fire insurance business.

Thousands of men who have devoted their lives to this one line of activity long since brot the business to a high degree of efficiency, which the self-seeking patriots who are scheming to take over the business for the Government could never maintain. Grain elevators and flour mills have long been intelligently insured at cost by responsible mutual fire insurance companies specializing in these lines. Their officials know all the hazards of these properties and can do more to correct them and reduce the risks of fire than all the political promoters combined. Taking over the insurance business by the Government is not necessary to the winning of the war, neither will it secure safer insurance for the property owners, but it will afford a large number of easy berths for pap suckers. Keep them out.

The Cost Plus Price Basis.

Heretofore merchandise has been worth what it would bring on the market. Market prices included a margin of profit for those who produced and those who sold the goods. If prices advanced stocks on hand appreciated in value and there was additional profit for the owner. If prices declined stocks on hand depreciated in value and in many cases the owner suffered an absolute loss. Under the old system producers or dealers in merchandise took their chance on the market and, nominally at least, sold at uniform prices.

Under the old terms if a manufacturer had three plants of the same capacity, one of which produced goods at 10% below the average, one at the average cost and one 10% above the average cost, he found he was producing his stocks at an average cost and made a price on his products, shipping from whichever plant was most convenient. A like policy was pursued by competitive concerns whether their costs of production were below or above the average of all producers.

To state the case in other words there were market prices and the individual operator had to meet them, beat them or be a real salesman to land a share of the business.

For the period of the war, at least, a radically different system will prevail in many lines of industry. Selling prices are to be based entirely on cost of production and are to include a "reasonable advance over the actual cost . . . without regard to market or replacement value at the time of the sale."

If twelve plants are operated and the cost of production at each plant is different, then twelve different selling prices must be placed on the goods when sold. This specific regulation is addressed to producers of cottonseed products and other vegetable oils and their products. In substance it is the rule applied to the entire feeding stuffs industry, to other elements of the grain trade and to other branches of commerce.

Under the conditions prescribed market values for products subject to these rules are out of the question. Consumer buyers will be puzzled to gauge their purchases, and may question the wisdom of doing business with a concern that offers one car load of feed at \$50 a ton, "but if you order two we will have to ship the second from a high cost mill and the price will be \$55 a ton."

This is carrying the principle of "Cost, Plus," to an extreme and applying it in a way that will bring about confusion and embarrassment without serving any useful or practical purpose. That is a plain, common sense view of it. To have permitted the operator to average his costs at all plants and base his selling costs on average instead of individual costs, would have served slightly to cover his present commercial nakedness and enabled him to conduct his business with less confusion and embarrassment.

Arbitrarily changing from the accepted method of doing business to the Food Administration ideal, and then after the war changing back to sound commercial practice, is intensified confusion that serves what purpose? Can any one furnish a sane explanation?

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Grain Standards?

Grain Dealers Journal: Where can I get information regarding the grading of grains?—C. F. Matthews, Crowley, La.

Ans.: The Bureau of Markets, Washington, D. C., will furnish pamphlets covering the grain grades on request, among the most useful being Service and Regulatory Announcements Nos. 11, 13, 15, 17 and 18; and Circular No. 70 of the U. S. Dept. of Agriculture; from which extracts have been published in the Journal from time to time. The new tentative grades of wheat are published elsewhere in this number of the Journal.

Separating Small Kernels from Seed Corn.

Grain Dealers Journal: We have a large quantity of seed corn that will be shelled on an ordinary steam sheller and passed thru an ordinary corn recleaner, and would like to take out the smaller kernels. How can we take out the smaller grains?—Duck River Grain Co., Denver, Tenn.

Ans.: Before shelling, the ears should have the part at the butt and tip containing the small kernels chopped off.

Tariff Advancing Rates?

Grain Dealers Journal: In the Journal Feb. 25 under "Changes in Rates" we note that the I. C. asks for an increase of 8c per cwt., in rates on grain from Ohio and Mississippi River crossings.

We are opposed to any increase in rates from these crossings to Gulf Coast ports unless similar advances are made from other territories, and would like to know the tariff numbers.—Samuel Hastings Co., Cairo, Ill.

Ans.: The tariffs providing for this increase are I. C. C. Nos. 4921, 4927, 5170, 5204, 5240, 5341 and 5350 of the Illinois Central and Yazoo & M. V. Railroads.

To Figure Moisture Discount?

Grain Dealers Journal: What is the loss in shelling corn of 30 per cent moisture? How is this loss figured on the various moistures? How is discount on moisture figured?—Piqua Malt Co., Piqua, O.

Ans.: The loss is not a positive percentage, because of the varying size of cobs in corn of different varieties and of the varying percentages of moisture in the cob. The experience of many is that the percentage of moisture in the cob is invariably greater than in the grain. It is natural that the grain should dry out first, because it is exposed to the atmosphere, while the cob is covered with grain.

Take 100 lbs. of corn, shell it carefully, separate the grain from the cob perfectly and weigh each. Then grind each separately and dry in an oven or over a steam radiator thoroughly for 24 hours. Weigh again and find the total loss due to the evaporation of the moisture and also get the loss in weight of both the corn and of the cob. This should give the actual moisture content of each.

The worth of one per cent of dry matter at percentages of moisture ranging from 12 to 25 is given in a table in Circular No. 55 of the Bureau of Plant Industry, U. S. Dept. of Agriculture, entitled "American Export Corn in Europe."

Figuring discount account of moisture content is controlled entirely by the supply and demand of the market day corn is offered. When the local industries, usually strong buyers, and large takers of damp corn, are not in the market, the grain men with driers are the only ones who can handle the damp corn and it is sacrificed. It is so in every market.

Machinery for Potato Flour.

Grain Dealers Journal: In reply to L. M. Hunt Grain Co., asking about machinery for making potato flour, would say I believe this is not made in this country.

Germany has taken the lead in the potato drying industry; but the most practical way to use potatoes in bread is to distribute potato mash to bakers. The City of Liverpool, Eng., is now about to install machinery to prepare 20 tons of potatoes per day for distribution to bakers, and other municipalities in that district are preparing to do the same.

The potato flour industry has flourished in the Netherlands since 1840 and there are now 30 factories using 800,000 tons of potatoes annually and putting out 145,000 tons of flour.

Robert P. Skinner, U. S. Consul General at Hamburg, Germany, in No. 64 of the special Consular Reports on "Utilization of Potatoes in Europe" states that much of the potato starch is made into dextrine and glucose and shipped to countries having textile industries. In 1910 there were 254 potato drying plants in Germany.

Aroostook County, Maine, has 61 potato starch factories.

Analysis of the potato shows 75 per cent water, 0.7% saline matter; 0.2% fat; 2.1% nitrogenous matters; 3.2% sugar and 18.8% starch.—Student.

How Many Taxes?

Grain Dealers Journal: In your issue of Feb. 25 you state "Two income taxes must be paid," then give three schedules of rates. Please tell me in detail how to figure all taxes on an individual whose income is \$25,000.—Puzzled.

Ans. Deduct \$6,000 from income and figure remainder, \$19,000, at 8%, which will give you \$1,520, your excess profits tax.

The excess profits tax is a deduction from total income and would make your net income \$23,480, which is subject to the provisions of two income taxes.

If the head of family you are allowed an exemption of \$2,000, the remainder being taxable at the 2% normal war tax rate; 2% on \$21,480 is \$429.60.

The act of Oct. 3, 1917, provides three schedules: Excess profits tax, normal tax and surtax. There is no exemption or deduction in applying the surtax, which applies to all that portion of income in excess of \$5,000.

\$5,000 to \$7,500, at 1%.....	\$ 25.00
Next \$2,500 of income, at 2%.....	50.00
Next \$2,500 of income, at 3%.....	75.00
Next \$2,500 of income, at 4%.....	100.00
Next \$5,000 of income, at 5%.....	250.00
Remaining \$3,480 of income, at 7%..	243.60

Total war surtax.....\$743.60
This income also is taxable under the act of Sept. 8, 1916, an exemption of \$4,000 being allowed the head of a family. This gives \$19,480 to be taxed at 2%, a tax of \$389.60.

All that part of the income in excess of \$20,000 must pay a surtax under this law, also a tax of 1%, the tax being on \$3,480, which is \$34.80.

Total tax would be:	
Excess profits tax.....	\$1,520.00
Normal war tax.....	429.60
Sur war tax.....	743.60
Normal income tax.....	389.60
Sur income tax.....	34.80

Total tax\$3,117.60
A short method in figuring normal war and normal income tax is to take 4% of the amount in excess of the deduction of \$3,000 or \$4,000, allowed by the act of Sept. 8, 1916, and add \$40, which is 2% on the \$2,000 difference between the deductions allowed by the two laws.

Dealers Not Required to Report Purchases of \$800 or More.

Grain Dealers Journal: Referring to notice issued by Collector of Internal Revenue of this city that grain dealers are required to report all payments aggregating \$800 during 1917 for the purchase of grain. Please advise if this information is authentic and if we can secure copy of such notice.—Paul Kuhn & Co., Terre Haute, Ind.

Ans. Answer to this question, based on interpretation of the Chicago Internal Revenue office, appeared in the January 25 issue, page 120. The question also was taken up with the Internal Revenue Office at Terre Haute, from which the following letter has been received:

Best Wagon Dump.

Grain Dealers Journal: We are desirous of obtaining some information regarding the best wagon dump for the average country elevator. We are at present using a hopper scale and hoist the wagon with an overhead lift which is operated by hand power and is proving very unsatisfactory.

We approve the plan of having a hopper scale for receiving grain instead of a wagon dump scale and pit. In weighing thus we have the net weight of each load in one figure. Our object is to install some device that will handle the loads quicker and easier than we have been doing.

We will greatly appreciate any information along this line. Some one suggested that we install the controllable dump.—Maupin Warehouse Co., Maupin, Oregon.

Excess Profits in Partnerships.

Grain Dealers Journal: Would like to have you give us some extra information in regard to making our Excess Profits tax report. The firms of J. W. Moberley & Sons, Gays, Ill., and Moberley Bros., Magnet, Ill. (P. O. Mattoon, Ill.) are owned by the same individuals. The businesses are conducted entirely separate and are independent of each other. Don B. Moberley manages the J. W. Moberley & Son business at Gays, Ill., buys, sells and has separate bank account and works entirely independent of Moberley Bros., which is managed in the same way by J. W. Moberley. Should we make one report to cover both stations, or make a report for each? Do we deduct \$6,000 for each station, or are we only entitled to one deduction of \$6,000? Moberley Bros., Mattoon, Ill.

Ans. If the two firms are entirely distinct, with separate articles of co-partnership, make separate reports for each. If it is one partnership, then its status is covered under Art. 14, Regulations No. 41, an interpretation of the War Excess Profits tax, which stipulates: "In the case of corporation or partnership, all the trades and businesses in which it is engaged will be treated as a single trade or business, and its entire income will be held to be of the same class as the income from its principal trade or business."

Deduct all expenses, salaries, interest on "invested capital" and the specific deduction of \$6,000 in computing the net income to be taxed as excess profits.

If the partners derive as salaries and earnings from the two operations more than \$6,000 each, they must pay excess profits taxes as individuals on all that portion in excess of \$6,000. The rate for such incomes is 8% for the excess profits tax.

SPANISH vessels have been engaged by Switzerland to carry wheat supplied by the American Government. A vessel with a load of 3,000 tons of wheat was recently sunk by torpedo, contrary to the solemn undertakings entered into by Germany.

To Change Chicago Contract Corn.

To broaden the market and make it of the greatest service to cash handlers of corn the directors of the Chicago Board of Trade recommended including all grades from No. 1 down to No. 5 at suitable premiums and discounts.

No. 2, which has occupied the traditional position of contract grade, is to abdicate in favor of No. 3 mixed.

In view of the shrinkage to be expected on the lower grades warehousemen are to be protected by an authorized dockage. The proposed amendments to the rules follow in full:

To amend Section 3 of Rule XXII by inserting, immediately after the fourth paragraph thereof, the following:

For delivery on and after June 1, 1918, all contracts for corn, unless otherwise specified, shall be understood as for "contract" corn and on such contracts a tender of the following described grades of corn in such proportions as may be convenient to the seller, but in no case an amount less than 1,000 bus. of any one grade in one elevator shall be deemed a valid tender at the price differences mentioned in the following schedule, subject, however, to the provisions of Section 5 of Rule XXI:

No. 1 white corn, No. 2 white corn, No. 1 yellow corn, No. 2 yellow corn, at 4 cents per bushel over contract price.

No. 1 (mixed) corn, No. 2 (mixed) corn, at 3 cents per bushel over contract price.

No. 3 white corn, No. 3 yellow corn, at 1 cent per bushel over contract price.

No. 3 (mixed) corn at contract price.

No. 4 white corn, No. 4 yellow corn, to contain not more than 15.5 per cent of moisture, at 1 cent per bushel over contract price.

No. 4 (mixed) corn, to contain not more than 15.5 per cent of moisture, at contract price.

No. 5 white corn, No. 5 yellow corn, to contain not more than 15 per cent of moisture, at 4 cents per bushel under contract price.

No. 5 (mixed) corn, to contain not more than 15 per cent of moisture at 5 cents per bushel under contract price.

Also, to amend Section 3 of Rule XXII, by adding to the Fifth Paragraph thereof, the following:

"Except on and after June 1, 1918, "contract" No. 4 white corn, No. 4 yellow corn and No. 4 (mixed) corn, when tendered on contracts for future delivery in store, the moisture content shall not exceed 15.5 per cent and "contract" No. 5 white, No. 5 yellow and No. 5 (mixed) corn, the moisture content shall not exceed 15 per cent.

Also, amend Section 3 of Rule XXII by inserting immediately after the fifth paragraph, as a new paragraph, the following:

"A dockage of 1 per cent in weight shall be allowed to warehousemen on all warehouse receipts (when presented) calling for the delivery of "contract" grades of No. 4 white, No. 4 yellow, No. 4 (mixed), No. 5 white, No. 5 yellow and No. 5 (mixed) corn, and shall be so marked on the warehouse receipt, and all warehouse receipts issued for "contract" No. 4 white, No. 4 yellow and No. 4 (mixed) corn, must be marked showing moisture content not more than 15.5 per cent, and the "contract" No. 5 white, No. 5 yellow and No. 5 (mixed) corn showing moisture content not more than 15 per cent; and it is further understood that warehousemen in handling "contract" No. 4 and No. 5 grades of corn will enforce all provisions of original section 16 of the Warehouse Law of the State of Illinois.

A date will soon be set for ballot on the amendments.

WE LIKE the Grain Dealers Journal and think it is a necessary thing in the promotion of our business.—Price's Elvtr. & Grain Co., D. M. Price, Griffin, Ind.

Conference on Hedging.

A call for a conference of the western grain exchanges at Chicago Mar. 14 and 15 has been sent out by John R. Mauff, sec'y of the Chicago Board of Trade, to discuss grain trade affairs and especially that part having to do with hedging operations in the future markets and the restrictions surrounding those markets.

A representative of the food administration will be present Mar. 15. A constructive effort will be made to safeguard the functioning of the market while co-operating to assist the food administration in the prosecution of the war.

Western Grain Dealers Annual Meeting.

Des Moines, Ia.—[Special Telegram.] The annual convention of the Western Grain Dealers Ass'n will be held at Ft. Dodge, Ia., April 18 and 19 in the Commercial Club Rooms. Headquarters will be at the Wahnonsa Hotel.

E. C. Eikenberry, president of the Grain Dealers National Ass'n, and J. J. Stream, Coarse Grain Administrator, have accepted invitations and will appear on the program.

Ft. Dodge Commercial Club recently established most elaborate commercial club headquarters in the state, including convention and banquet halls.—George A. Wells, Sec'y.

I HAVE got a great deal of good information out of the Grain Dealers Journal.—J. W. Canfield, Brandon, Man., Canada.



Why Grain Dealers Go Mad.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

A Full Car Load.

Grain Dealers Journal: We noticed in the Journal of Feb. 10th that Elev. C. of the Rosenbaum Grain Co. had unloaded a car of oats weighing 119,750 lbs. We received a car of corn in U. P. 77647 which weighed 120,170 lbs. or 2,145 bu. 50 pounds, and on which we paid a draft for \$4,012.80. This is the largest car we have ever handled, and don't believe there are very many loaded heavier. Yours Truly, The Evans-Williams Grain Co. By C. E. Lindberg, Secy., Wichita, Kans.

Not Favorable to Short Circuiting the Grain Trade.

Grain Dealers Journal: It is Mr. Hoover's desire, and my own, to return to the grain trade the whole grain machinery at the earliest possible date, when the necessity for control which war has created, has disappeared. Many things can be done by the National Government as a war operation, which are both unnecessary and possibly commercially unsound, except because of the necessities imposed by war.

Also, you quite realize that in a democracy there will be many views and many different conclusions, and I see nothing to be gained by discussing, at this time, after-war conditions, in anticipation.

Personally, I feel that the grain-handling machinery of the United States was perhaps as nearly perfect as any commercial operation can be, and with as few inequalities, considering its magnitude, as could possibly be expected. Surely the trade recognizes that some changes were necessary during the conduct of the war, and that they are satisfied to know that those changes produced by war are not necessarily fixed on the trade.—Yours truly, Julius H. Barnes, President Food Administration Grain Corporation, New York City.

Hearings on Tentative Revision of the Official Grain Standards for Wheat.

Advice and suggestions received thru letters and personal conferences and at hearings developed the fact that the standards for wheat which were formulated for the requirements of trade under normal competitive conditions should be revised to meet present marketing requirements.

Many of the changes requested in the present standards appear to have been based upon normal marketing conditions but most of the suggestions were caused by the application of new requirements to the milling and baking industries and the reorganization of grain marketing practices. After full consideration of all the suggestions presented a draft of proposed standards has been prepared on the basis of the suggestion which had in view for the most part present marketing conditions.

Before taking final action on the proposed standards, it is the desire of the Department of Agriculture to receive the advice and suggestions of persons interested. Accordingly public hearings, presided over either by Sec'y D. F. Houston, Chas. J. Brand, the Chief of the Bureau of Markets, or some other representative, will be held. Hearings already have been set at the following cities:

March 14, Philadelphia, Pa.; March 16, Indianapolis, Ind.; March 18, Banquet Hall, Coates House, Kansas City, Mo.; March 18, Assembly Room, Chamber of Commerce, Spokane, Wash.; March 21, Minneapolis, Minn.

Farmers, millers, merchants, inspectors, warehousemen, carriers and other persons interested are invited to be present at any of these hearings.

In view of the limited time within

which final action should be taken, ninety days notice being required under the law before the changes can become effective, it is urgently requested that advice and suggestions presented at the hearings or through the mail be confined to the specific class, subclass, grade requirement or definition as the case may be.

The draft of proposed standards is published in full in this number of the Grain Dealers Journal.

Call for Conference on Loss and Damage Claims.

Shortly after the taking of the testimony by the Interstate Commerce Commission in the case of "Loss and Damage Claims on Grain, Docket 9009," the suggestion was made by that body that a conference be held between representatives of the shippers and carriers with the idea of working out some plan by which the present confusion and ever widening differences between the shippers and carriers could be eliminated.

In compliance with the suggestion of the Commission, Henry L. Goemann, Chairman, Transportation Committee, the Grain Dealers National Assn. hereby calls for a meeting of representatives of various grain exchanges, grain shippers and grain dealers associations, to be held at Chicago, Thursday, Mar. 14, 1918, 10:00 a. m., at Room 720, Board of Trade, the purpose of said meeting being:

(1) To formulate some definite plans on behalf of the shippers to present to the carriers in an endeavor to simplify and expedite the present method of handling claims for loss and damage to grain;

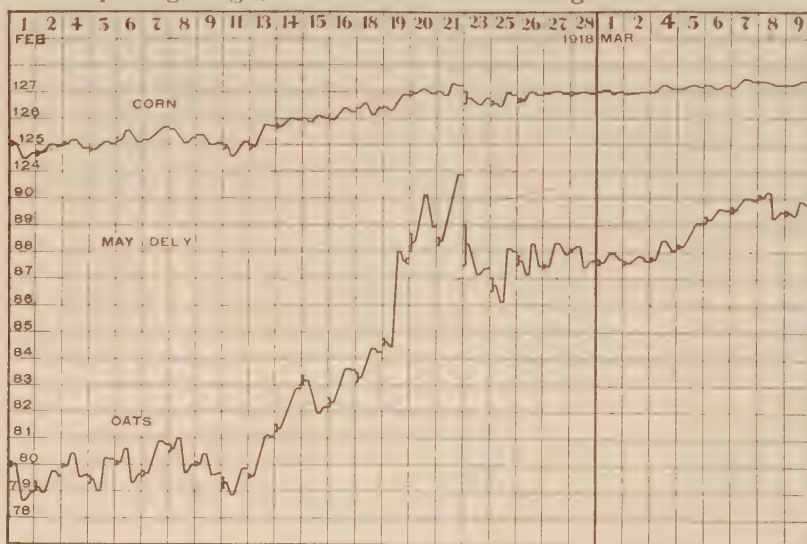
(2) To appoint a small committee of grain shippers and dealers to confer with a committee of the carriers for the purpose of working out the plan suggested in paragraph 1.

Daily Closing Prices.

The daily closing prices of oats and corn for May delivery at the following markets for the past two weeks have been as follows:

	MAY OATS.				MAY CORN.								
	Feb. 25.	Feb. 26.	Feb. 27.	Feb. 28.	Mar. 1.	Mar. 2.	Mar. 4.	Mar. 5.	Mar. 6.	Mar. 7.	Mar. 8.	Mar. 9.	Mar. 10.
Chicago	88	87 3/4	88	87 3/4	87 3/4	87 3/4	88	89 1/4	89 3/4	90	89 1/4	89 3/4	89 3/4
Minneapolis	86 1/4	86 3/4	89	88 1/4	87 3/4	87 3/4	89 1/4	88 3/4	89 1/4	89 3/4	88 3/4	89 1/4	89 1/4
St. Louis	86 3/4	88 3/4	88 3/4	88 3/4	88 3/4	88 3/4	89 3/4	89 3/4	90 1/4	90 3/4	90 1/4	90 3/4	90 3/4
Kansas City	88 3/4	88 3/4	88 3/4	88 3/4	88 3/4	88 3/4	89 3/4	90	90 1/4	90 3/4	90 1/4	90 3/4	90 3/4
Milwaukee		87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	88 1/4	89 3/4	89 3/4	90	89 3/4	89 3/4	89 3/4
Winnipeg	91 1/2	94 1/2	95 1/4	95 1/4	94 1/2	94 1/2	95 1/4	97 1/4	97 1/4	97 1/4	96 3/4	96 3/4	97 1/4
Chicago	126 3/4	126 3/4	127	126 3/4	127	127	127 1/4	127 1/4	127 1/4	127 3/4	127 1/4	127 3/4	127 3/4
St. Louis	126 3/4	127 1/4	127 1/4	127 1/4	127 1/4	127 1/4	127 3/4	127 3/4	127 3/4	127 3/4	127 3/4	127 3/4	127 3/4
Kansas City	126 3/4	127	127 1/4	127 1/4	127 1/4	127 1/4	127 3/4	127 3/4	127 3/4	127 3/4	127 3/4	127 3/4	127 3/4
Milwaukee		126 3/4	126 3/4	126 3/4	127	127	127 1/4	127 1/4	127 1/4	127 3/4	127 3/4	127 3/4	127 3/4

Opening, High, Low and Close at Chicago Since Feb. 1.



Elevator License Revoked for Violation of Regulations.

The Mount Morris Co-operative Elevator Co. of Mount Morris, Mich., the United States Food Administration announced Mar. 6, is the first corporation to lose its license for violating the rules which require the sale of substitutes with all purchases of wheat flour.

George A. Prescott, Federal Food Administrator for Michigan, had notified the company that it would be required to observe the rules. He advised the Food Administration that the penalized corporation continued to violate the regulations after he had given them due notice. The revocation became effective March 2.

FOR FAILURE to fill contracts and make deliveries of rice, sold last June, the license of H. P. Cox, a grain broker of San Francisco, Cal., has been revoked by the Food Administration.

Food Administrator's Socialistic Purpose.

The purpose of the Food Administrator to substitute a state socialism for the private business of handling grain; to have an army of paid employees of the Federal government do the work formerly done by grain merchants, seems to be indicated by the February, 1918, publication of the United States Food Administration entitled "Doubling the Wheat Dollar," by agitator Charles W. Holman, from which the following is reprinted:

"SHORT CIRCUITING THE GRAIN BUSINESS.—Those who love to go on in the good old way must view with sadness each step of the government in making a national monopoly out of a great private opportunity. Thousands who believe in government 'hands off' are groaning over the prospects of our future national growth. But government control has brot out these startling truths:

"More people unnecessarily make their living out of wheat distribution than was suspected. Thousands and thousands of little speculators have had to turn elsewhere for a livelihood. A number of commission men have had to close shop. There are places where elevators should be built and other places where there are too many elevators. Wheat handlers at terminals have had their activities restricted.

"After the war shall we return to the old wasteful ways? That question must be uppermost in the minds of grain students. Let us now look at this great network of grain distribution as President Barnes, of Uncle Sam's corporation, must surely see it. Barnes, himself a big man and a leading figure in the commercial grain world, will probably emerge as the greatest authority on grain trading after the war. Mr. Barnes believes in the efficiency of private business. He believes that the trade will be quick to recognize the national disharmonies that in the past permitted unregulated piracy. He must see that he has it within his power to effect even greater revolutions in grain marketing. He could do this by rulings—iron-clad rulings—which would soon thin the ranks of grain handlers and distributors. If he believed Government control were to be our nation's future policy, Mr. Barnes might issue some of those orders right now. He would undoubtedly arrange for the construction of storage space where it is needed and dispose of needless elevators where duplication prevails. He would so control distribution that the fewest possible persons at the smallest possible expense would do the work."

Surely the circulation of such drivel will not win additional support for the Food Administrator from either producers or handlers.

Terminal Elevator Men Organize.

The Terminal Elevator and Grain Merchants Ass'n has been formed to co-operate with the government in the economic buying and distributing of our country's grain by making available all the machinery that is intermediate between the producer and the consumer or the exporter.

G. F. Ewe, of Minneapolis, Minn., is pres., Geo. A. Aylsworth of Kansas City, Mo., and C. B. Pierce of Chicago, Ill., are vice presidents.

Excessive Switching Charge Denied.

The Supreme Court of Illinois on Feb. 7, 1918, decided against the Chicago, Peoria & St. Louis R. R. Co., and in favor of W. R. Turnbull, operating an elevator at Waverly, Ill., who had complained to the Illinois Public Utilities Commission against the new and excessive charge made for switching cars from his elevator to the tracks of the C., B. & Q. R. R.

Competing with Turnbull was an elevator on the Q. The rate from Waverly to Chicago was 7½c over the Q and 9c over the C., P. & St. L. The distance from Turnbull's elevator over the side track to the Q connection was only 2½ blocks and since the track was put in, for 15 years the charge had been 10 cents per ton, minimum \$2 and maximum \$4 per car, and this charge was absorbed by the Q.

Aug. 16, 1916, the C., P. & St. L. made a new rule as follows:

"Note.—This rate will not apply on traffic between connecting lines and public team tracks or industries located on tracks owned and maintained by the Chicago, Peoria & St. Louis Railroad. Public team tracks and tracks at freight houses or in public delivery yards or serving private industries, when such tracks are owned and maintained by the Chicago, Peoria & St. Louis Railroad at any station on the Chicago, Peoria & St. Louis Railroad used for loading or unloading cars, are exclusively for handling the traffic of the Chicago, Peoria & St. Louis Railroad."

The effect was that the regular distance tariff became applicable to the movement of cars from that elevator to the Q, amounting \$20.80 for wheat and \$17.60 on other grain for a haul of a quarter of a mile, at the rate of 2.6 and 2.2c per hundred. The result was to exclude Turnbull from the C., B. & Q. and from the Chicago market.

The Supreme Court said: The change in the rule consisted merely in excepting from the switching rate service on a side track owned by the railroad company, and that afforded no reasonable excuse or justification for the change. The facts proved showed that the application of the distance tariff as against Turnbull's elevator was both unreasonable and discriminatory.

It is said that the fact of the appellants and their predecessors having charged a rate unreasonably low for a long term of years would not prevent them from making a reasonable charge, which is true as a matter of justice, but the statute does prevent doing that thing without the approval of the commission. Section 36 of the Public Utilities Act provides:

"No public utility shall increase any rate or other charge, or so alter any classification, contract, practice, rule or regulation as to result in any increase in any rate or other charge, under any circumstances whatsoever, except upon a showing before the commission and a finding by the commission that such increase is justified."

The increased rate fixed by the rule of Aug. 16, 1916, was an alteration of a rule and a practice of many years, and it was a violation of the statute prohibiting such change without a finding of the commission that the change was justified. —118 N. E. Rep. 427.

FORTY per cent of wheat threshed last harvest still in farmers hands, and not over 10 per cent of it will be sold before next August, as farmers feel confident they will get \$2.50 per bushel or more for it at that time.—Hulshizer Milling Co., Newark, O.

Coming Conventions.

Mar. 16, 18.—Farmers Grain Dealers Ass'n of Kansas at Wichita.

April 18, 19.—Western Grain Dealers Ass'n at Fort Dodge, Ia.

May 21, 22.—Illinois Grain Dealers Ass'n at Chicago.

May 28, 29.—Kansas Grain Dealers Ass'n at Topeka, Kan.

June 18, 20.—American Seed Trade Ass'n at Chicago.

July 9-11.—National Hay Ass'n at Cleveland, O.

Sept. 23, 24, 25.—Grain Dealers National Ass'n at Milwaukee, Wis.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

St. L. & S. F. 29607, loaded with yellow corn, was set out at Galesville, Ill., on the night of Mar. 7, leaking badly at side of car. Where car stood there were several bus. of corn on the ground.—Jones & England, W. E. Dillavou, mgr.

T. & P. 6556 was set out at Perry, Kan., Mar. 6 leaking white corn at bottom of car, over the trucks.—Farmers Elvtr. Co., R. A. Yost, mgr.

M. L. & T. 33584 passed, eastbound, thru Verdi, Minn., Mar. 4, leaking oats at corner of car.—E. A. Bailey.

S. T. L. & S. F. 121951, loaded with mixed corn, was wrecked at Milmine, Ill., on the morning of Mar. 3. Corn piled all over and under car.—Thurman E. Hamman.

C. B. & Q. 106925 passed, northbound, thru Holland, Minn., Mar. 2, leaking oats badly just below end door.—B. H. Roberts, agt. Atlas Elvtr. Co.

St. L. S. W. 26074 passed, southbound, thru Pine Bluff, Ark., leaking oats at bottom corner of the doorway.—H. V. Bahlau, mgr. Riley Feed Mfg. Co.

..... 23511 passed, northbound, thru Holland, Minn., Feb. 28, leaking wheat badly. The train was moving so rapidly that I was not able to get the initial.—B. H. Roberts, agt. Atlas Elvtr. Co.

C. M. & St. P. 58476 was set out at Rodney, Ia., Feb. 26 leaking oats at side of car. Did not notice it until about 6 o'clock so did not have time to repair it, but I notified the local railroad agt. I think the car was picked up that night as I did not see it in the yards the next morning.—A. B. Doolittle, agt., Armour Grain Co.

C. & N. W. 108048 passed, eastbound, thru Verdi, Minn., Feb. 26, leaking barley at door post. Car was in a thru train.—E. A. Bailey.

I TAKE the Grain Dealers Journal home as soon as it comes and read it as it should be read. I would not be without it.—C. W. Miller, Ithaca, Mich.

BINDER TWINE for use this year will be controlled by the Food Administration, an agreement having been made with the manufacturers. All buying will be centralized. Prices will not be so low as in former years but will represent cost plus a reasonable profit. Henry Wolfer, formerly warden of the Minnesota State Prison, will have charge of this section of the work of the Food Administration.

Proposed Wheat Grades

As a basis for discussion at hearings to be held in the immediate future the Bureau of Markets of the U. S. Dept. of Agriculture has just announced the following tentative grades of wheat:

Section 1—Wheat. Any grain which when free from dockage contains more than ten percentum of grain of a kind other than wheat shall not be classified as wheat.

Section 2—Classes and Subclasses. Wheat shall be divided into classes and subclasses as follows:

STANDARDS FOR HARD RED SPRING WHEAT (CLASS 1).

This class shall include all varieties of Hard Red Spring Wheat, but shall not include more than ten percentum of other wheat or wheats. This class shall be divided into two subclasses as follows: Dark Northern Spring (Subclass A). This subclass shall include wheat meeting the requirements of the class Hard Red Spring of which seventy-five percentum or more consists of dark, hard and vitreous kernels. Northern Spring (Subclass B). This subclass shall include wheat meeting the requirements of the class Hard Red Spring of which less than seventy-five percentum consists of dark, hard and vitreous kernels.

STANDARDS FOR DURUM WHEAT (CLASS 2).

This class shall include all varieties of Durum Wheat, but shall not include more than ten percentum of other wheat or wheats. This class shall be divided into two subclasses as follows: Amber Durum (Subclass A). This subclass shall include wheat meeting the requirements of the class Durum of which seventy-five percentum or more consists of hard and vitreous kernels of amber color and texture. Durum (Subclass B). This subclass shall include wheat meeting the requirements of the class Durum which consists of less than seventy-five percentum of hard and vitreous kernels of amber color and texture.

STANDARDS FOR HARD RED WINTER WHEAT (CLASS 3).

This class shall include all varieties of Hard Red Winter Wheat, but shall not include more than ten percentum of other wheat or wheats. This class shall be divided into two subclasses as follows:

Dark Hard Winter (Subclass A).—This subclass shall include wheat meeting the requirements of the class Hard Red Winter of which seventy-five percentum or more consists of dark, hard and vitreous kernels.

Hard Winter (Subclass B).—This subclass shall include wheat meeting the requirements of the class Hard Red Winter of which less than seventy-five percentum consists of dark, hard and vitreous kernels.

STANDARDS FOR SOFT RED WINTER WHEAT (CLASS 4).

This class shall include all varieties of Soft Red Winter Wheat, but shall not include more than ten percentum of other wheat or wheats. For the purpose of grade designation, wheat of this class shall be known as Red Winter.

STANDARDS FOR WHITE WHEAT (CLASS 5).

This class shall include all varieties of Common White Wheat and all varieties and hybrids of White Club Wheat, whether winter or spring grown, but shall not include more than ten percentum of other wheat or wheats. This class shall be divided into two subclasses as follows:

Hard White (Subclass A).—This subclass shall include wheat meeting the requirements of the class White of which seventy-five percentum or more consists of kernels of hard (not soft and chalky)

texture, but kernels of wheat of the variety and hybrids of White Club, including Sonora shall be treated as kernels of soft and chalky texture.

Soft White (Subclass B).—This subclass shall include wheat meeting the requirements of the class White which contains less than seventy-five percentum of hard (not soft and chalky) texture, but kernels of wheat of the varieties and hybrids of White Club and Sonora shall be treated as kernels of soft and chalky textures.

Section 3—Mixed Wheat. Mixed Wheat shall be any mixture of wheat not provided for in the classes from 1 to 5 inclusive defined in Section 2.

Section 4—Smutty Wheat. Smutty Wheat shall be all wheat which has an unmistakable odor of smut or which contains spores, balls or portions of balls of smut in excess of a quantity equal to two balls of average size in fifty grams of wheat.

Sec. 5—Treated Wheat. Treated wheat shall be wheat of which more than twenty percentum has been scoured, limed, washed or treated in any similar manner.

Sec. 6—Garlicky Wheat. Garlicky wheat shall be all wheat which contains garlic or wild onion bulblets or has an unmistakable odor of garlic or wild onions.

Sec. 7—Basis of Determination. Each determination of temperature, odor, onions, garlic and live weevils or other insects injurious to stored grain for the purpose of these standards shall be upon the basis of the grain including dockage. All other determinations, except that of dockage shall be upon the basis of the grain when free from dockage.

Sec. 8—Percentages. Percentages except in case of moisture, shall be percentages ascertained by weight.

Sec. 9—Dockage. Dockage includes sand, dirt, weed seeds, weed stems, chaff, straw, grain other than wheat and any other foreign materials which can be removed readily from the wheat by the use of appropriate sieves, cleaning devices or other practical means suited to separate the foreign material present, also undeveloped, shriveled and small pieces of wheat kernels removed in properly separating the foreign material and which cannot be recovered by properly rescreening and recleaning. The quantity of dockage shall be calculated in terms of percentage based on the total weight of the grain, including the dockage. The percentage of dockage so calculated, when equal to one percentum or more shall be stated in terms of whole percentum and half percentum and when less than one percentum shall not be stated. A fraction of a percentum when equal to or greater than a half shall be treated as a half and when less than a half shall be disregarded. The percentage of dockage so determined and stated shall be added to the grade designation.

Sec. 20—Grades for smutty wheat. Smutty wheat shall be graded and designated according to the method described either in paragraph A or B of this section.

(A) Before the determination of smut dockage as provided in this paragraph, the wheat shall be graded and designated according to the grade requirements of the standard applicable to such wheat if it were not smutty, except that smut balls shall not be considered as inseparable foreign material. The loss shall be ascertained by scouring, washing or otherwise, and shall be calculated in terms of percentage based on the total weight of grain free from dockage. The percentage so calculated shall be stated in terms of whole percentage and half percentage. A fraction of a percentum when equal to or greater than a half shall be treated as a half, and when less than a half shall be disregarded. The percentage of smut dockage so determined and stated shall be added to the grade designation preceding the statement of dockage if any.

(B) Smutty wheat shall be graded and

designated according to the grade requirements of the standard applicable to such wheat if it were not smutty, except (1) that smut balls shall not be considered as inseparable foreign material, and (2) that when the amount of smut present is so great that any one or more of the grade requirements of grades from No. 1 to No. 4 inclusive cannot accurately be applied, the wheat shall be classified as sample grade. For all grades there shall be added to and made part of the grade designation, preceding the statement of dockage, if any, the word "Smutty."

Sec. 21—Grades for treated wheat. Treated wheat shall be graded and designated according to the grade requirements of standard applicable to such wheat if it were not treated, and there shall be added to and made a part of its grade designation a statement indicating the kind of treatment.

Sec. 22—Grade for garlicky wheat. Garlicky wheat shall be graded and designated according to the grade requirements of the standard applicable to such wheat if it were not garlicky, and there shall be added to and made a part of its grade designation the word "garlicky."

Sample grade shall be wheat of the appropriate subclass which does not come within the requirements of any of the grades from numbers one to four inclusive or has any commercially objectionable foreign odor except of smut, garlic or wild onions, or is distinctly musty or very sour or is hot, heating, infested with live weevil or other insects injurious to stored grain, or otherwise of distinctly low quality or contains small, inseparable stones or cinders.

(1) The wheat in grades Nos. 1 to 3 inclusive shall be cool and sweet.

(2) The wheat in grades 4 must be cool but may be musty or slightly sour.

(3) The wheat in grade No. 1 (all subclasses) shall be bright.

(4) The grade No. 1 (of the class hard red spring) shall not include more than 10 percentum of wheat of the variety hump back.

(5) The grade No. 1 (of the class durum) shall not include more than 10 percentum of wheat of the variety red durum.

D. F. Houston, Secretary of Agriculture.

WHEAT production in Spain for 1917 was below that of 1916 but exceeded the crops of the three preceding years. Production of principal grains for the two years are given in metric tons, the quantities being for 1917 and 1916, as shown: Wheat, 3,883,020 and 4,145,752; barley, 1,697,324 and 1,891,242; oats, 479,877 and 466,855; rye, 614,790 and 731,100; corn, 746,023 and 727,547.

License Endangered for Suggestion Violation of Regulations.

Action against Thompson & Mould, wholesale grain dealers at Goshen, N. Y., who were charged with an attempt to evade the rules and regulations governing the manufacture and sale of mill feeds, was suspended Mar. 6 by the Food Administration.

Under date of Feb. 11, they sent a circular letter to the mill trade suggesting that each mill "sell one or more cars of mill feed to their head miller and have him price the feed on a New York delivery rate." If this scheme had been followed the mills would have sold their feeds to a dummy and reaped an extra profit, contrary to the Food Administration's rules and regulations.

When summoned to appear in Washington to show cause why their license should not be revoked, Thompson & Mould agreed to retract their letter and send out to the 206 millers on their mailing list a letter, withdrawing their former suggestion and clearly stating the action taken by the Food Administration. With their agreement to do this and to observe faithfully all Food Administration rules and regulations, it was decided to suspend action in their case.

SYNOPSIS OF GRADE REQUIREMENTS FOR ALL WHEAT.

GRADE REQUIREMENTS FOR ALL WHEAT.									
Grade, No.	Class (1), pounds.	Test weight per bushel —not less than—	Moisture content, per cent.	Wheats of other classes, per cent.	Rye, per cent.	Inseparable foreign material except rye, per cent.			
		Classes (2), (3), pounds.				Classes (4), (5), pounds.	Damaged kernels. Total, per cent.	Heat damaged, per cent.	
1.....	58	60	15	4	2	2	.1	1	
2.....	56	58	15	10	3	3	.5	2	
3.....	53	55	15	10	5	10	1.0	3	
4.....	50	52	15	10	7	15	3.0	5	

Buyer Liable for Flood Damage.

Litigation growing out of the damage to grain on track by the Galveston storm of August, 1915, was supposed to have been disposed of by the decision of the United States Court for the Northern District of Texas against the shipper and in favor of the export buyer. Now the question is reopened by the recent decision of the U. S. Circuit Court of Appeals at New Orleans in the case of Oklahoma City Mill & Elevator Co. v. Pampa Grain Co., reversing the decision of the lower court.

The Pampa Grain Co. sold to the Oklahoma City Mill & Elevator Co. two lots of wheat of 6,000 bus. and 15,000 bus., the elevator company being represented in the transaction by Kent Barber and the Pampa Grain Co. by Tom F. Connally. Immediately after the transaction between these representatives of the concerns, and in accordance with the practice resulting from an observance of the rules of the Texas Grain Dealers Ass'n, the Oklahoma City Mill & Elevator Co. wrote letters of confirmation, which were signed by the Pampa Grain Co. and returned. These letters constitute evidence of the contract between the parties. Pertinent provisions are: We confirm purchase from you today by Tom F. Connally of — capacity cars of 6,000 bus. No. 2 hd. wheat at \$1.18½, basis delivered Galveston, shipment this week days via: Galveston weights and Galveston grades. Ship to S. O. Notify Oklahoma City Mill & E. Co., Galveston, for export, Care of Galveston Wharf Company Elevators.

Please comply with routing requested. We reserve the right to change destination of shipment in transit. Draw on us at Oklahoma City, with shipper's order B/L attached, leaving sufficient margin to guarantee weights and grades. Shipper pays weighing, inspection, truckage, and exchange, if any. Delivery of grain not perfected until grain reaches destination specified and has been inspected and weighed. We reserve the right to unload off grades grain without first notifying you. On contract not filled in contract time we reserve the right to cancel, extend time, or buy in for seller's account. After the signatures: Lower grades to apply at the following discounts: No. 3, 58 or better, 1 cent off; 57, 2 cents off; 56, 3 cents off; * * * Rejected wheat 58-lb. or better, 6 cents off; 1 cent additional off for each lb. below 58-lb. No grade wheat, if merchantable, 58-lb. or better, 7 cents off, etc.

Immediately after the making of these contracts, the wheat was loaded on cars of the A. T. & S. F. Ry. Co., and Bs/L were issued to the Pampa Grain Co., "notify Oklahoma City Mill & Elevator Co. at Galveston, Tex. Drafts with these Bs/L attached, were put in the bank by the Pampa Grain Co., and, upon presentation, were paid by the Oklahoma City Mill & Elevator Co. After payment of the drafts and the delivery of the Bs/L to the Oklahoma Company, the grain was destroyed in the storm at Galveston in August, 1915.

The court said, after the foregoing statement of fact: The issue is as to who is to stand the loss. No question would arise as to the completion of the sale, except for the language of the confirmation, "Delivery of grain not perfected until grain reaches destination specified, and has been inspected and weighed." There may be a sale without completed or perfected delivery. By de-

livery of the Bs/L and by the express term of the confirmation letter, the Oklahoma Co. acquired complete dominion over the property, with the right to change its destination or to sell in transit. The Oklahoma Co. acquired with reference to it all the rights of ownership. It must be held to have the corresponding obligations and liabilities. As the owner of the property it must stand the loss of its destruction.

The contract contemplated that there might be readjustments in weight, and this was what was in the minds of the parties as required for perfecting the delivery at the point of destination. The contract as written leaves the destination uncertain. The words "wheat at \$1.18½ basis, delivered at Galveston," have reference to the price, and was not, within itself, sufficient to name the place of delivery. The order in the letter was to ship to Galveston for export, but the right to change destination of shipment in transit was reserved; and, in any event, Galveston was not the point of ultimate destination. However that may be, it is quite certain that the incidence of ownership passed to the elevator company by the payment for the property, and the receipt of the Bs/L, and the loss must necessarily fall upon it.

The judgment is reversed and the cause remanded for proceedings not inconsistent herewith.

Reversed and remanded.

Senate to Investigate Price Fixing.

Senators are amazed to learn that the Food Administrator has undertaken to fix prices and have initiated an inquiry to learn how far the Food Administrator has gone in exceeding his authority.

Senator Saulsbury of Delaware introduced the resolution, Mar. 8, calling for the inquiry. It shows that a food administration bulletin stated that offers of canned tomatoes and tomato products for the army and navy would not be accepted where the price for the raw product was over \$15 to \$21 per ton, varying in different states.

He said the bulletin had aroused belief among the farmers that the price of tomatoes had been fixed by authority of the government. This would surely cause decrease in production, he said, especially as the price quoted was far below the cost of production.

Senator Wolcott of Delaware charged the food administration with perverting the licensing provision of the food control act to control prices. "Congress never intended to grant to any man the right to fix the price of the product in the hands of the man who produced it on the farm," Senator Wolcott said.

Senator Borah of Idaho: I am exceedingly glad that the tomato has appeared upon the scene. The investigation should not be applied to tomatoes alone. The question should be whether or not we are going to enter upon a price-fixing program.

Senator Smith of Maryland: The result of all this talk is that the farmers will not undertake to raise tomatoes. It seems to me it behooves the food administration to relieve the farmers of that impression.

Senator Reed of Missouri: I understand that Mr. Hoover disclaimed attempting to fix the price of tomatoes; that he takes the position that the army and navy have simply agreed on what they will pay, and that he has nothing to do with fixing the price. Now I want to know why he sent this circular out.

What did the food administration have to do with the question? Why did the food administration send this thing out?

Price Fixing.

FARMERS, as a rule, are opposed to fixing of prices by the Government.—The Cutler-Dickerson Co., Adrian, Mich.

REGULATION is only a makeshift. All artificial methods of controlling natural causes are sure to have a boomerang effect just when one least expects it. The Germans held the price of milk too low and the farmers fed it to their calves.—R. W. Chapin.

THERE will be no further change in the fixed prices for wheat, but there is a possibility that a small subsidy may be authorized by Congress to insure farmers against the actual loss of their seed in case crops should fail. This would be paid in the form of a bonus of \$2.50@5.00 per acre to growers for each acre of wheat planted during the crop year of 1918.—F. G. Crowell, vice president Food Administration Grain Corporation.

Extortionate Feed Price Probe.

Alfred Brandeis, a member of the grain trade of Louisville, Ky., and a brother of Associate Justice Louis D. Brandeis of the U. S. Supreme Court, has been appointed by the Food Administration to investigate charges of profiteering by millers. Methods of making such investigations have been considered by the Food Administration for some time. Mr. Brandeis left the national capital recently for Oklahoma City to begin his work. The story of the investigation is given elsewhere in the Journal. In this work the Food Administration is co-operating with the state milling ass'ns and the state food administrators.



Alfred Brandeis, Louisville, Ky.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

Taber, Alta.—Most of the grain has been marketed, about 15% being left in farmers hands.—H. O. Balke.

Vancouver, B. C.—Announcement has been made of the safe arrival at a British port of the first cargo of bulk wheat shipped from the government elvtr. at this place. The cargo contained 100,000 bus. of wheat from western Canadian prairies and the journey was made via the Panama canal. Local grain dealers now are anxious to learn as to the condition of the grain when it arrived at its destination.

Winnipeg, Man.—A statement has been issued by the Grain Exchange giving statistics for all grains inspected for the crop season, Sept. 1, 1917, to Feb. 28, 1918. Wheat of the 1917 crop inspected was 128,480,450 bus.; barley, 6,692,800 bus.; flax, 3,447,400 bus.; and rye, 358,800 bus. Receipts at Fort William and Port Arthur were as follows: wheat, 105,067,853 bus.; oats, 17,985,622 bus.; barley, 5,701,625 bus.; and flax, 2,918,421 bus. Shipments during the period were: wheat, 101,905,306 bus.; oats, 14,853,688 bus.; barley, 4,030,767 bus.; and flax, 2,445,987 bus.

ILLINOIS.

Golden, Ill., Mar. 4.—There is a considerable quantity of oats yet to be moved. We are having lots of trouble getting cars.—Selby Grain Co., H. E. Selby.

Chicago, Ill., Mar. 1.—Farm reserves of wheat are 19.6%, or 133,000,000 bus.; corn, 44.3%, or 1,454,000,000 bus.; and oats, 39.4%, or 634,000,000 bus., the largest farm holdings of corn and oats ever reported.—B. W. Snow.

Stonington, Ill.—We have installed a No. 3 Hess Drier, and we do not let it stop. Run it day and night and does the business, enabling us to handle the soft corn satisfactorily.—Stonington Farmers Grain Co., C. F. Moore, mgr.

Caledonia, Ill., Feb. 27.—No corn in this locality. We are selling corn to farmers. About 20,000 bus. of oats and 25% of the barley crop remain to be marketed. No grain has moved since Jan. 1, owing to bad roads.—Ralston Bros.

Ashkum, Ill., Feb. 28.—Eighty per cent of the corn contains over 25% moisture, and 90% of it is still back. Very few oats back, the quantity being probably 15% of the crop. We are very badly in need of cars.—C. H. Comstock & Co.

Armington, Ill., Mar. 7.—At least 65% of the corn is still in the farmers hands, and they also have about 25% of the oats. The main reason why we do not get cars at this station is because the Illinois Traction System has not the motive power to move the equipment, and when our grain does get to a terminal market it will lay there for a week or so before they get the car switched. We could use about 35 cars at our elvtr.—Burt & Richmond Grain Co.

Cullom sta. (Mendota p. o.), Ill., Feb. 23.—The grain business is light on account of car shortage. Thru the month of January and the first part of February country roads were so blocked with snow that farmers could move nothing. Car situation is somewhat improved, but still we do not get as many as we could use. Corn condition is very bad, and the greater part of the corn in this territory will rot unless it is moved before warm weather.—W. H. Marks.

INDIANA.

Talbot, Ind., Mar. 3.—Not ¼ of the corn has been marketed.—W. B. Foresman Co., J. W. Geary, mgr.

Kingsbury, Ind., Mar. 8.—Wheat all moved. Balance of the oats will be fed, and corn will be shipped in for feed.—White Bros. & Co.

Leesburg, Ind., Mar. 6.—We are not handling any of the local crop of corn this year as it is not fit for shipment. Have to ship in corn for making meal.—The Leesburg Grain & Mfg. Co.

Boswell, Ind., Mar. 6.—No cars and nothing moving at this station. We have shipped 4 cars of corn so far and have 4 cars in house awaiting cars. Seventy-five per cent of the corn back in farmers hands and the most of it will spoil. We would like to ask why other railroads get cars under government control and the L. E. & W. get none to speak of. We have written and sent telegrams to the Food Administration, but to no good, and have been living on promises all winter.—Boswell Grain Co.

IOWA.

Coon Rapids, Ia., Mar. 2.—There is a lot of soft corn in the farmers hands yet.—R. L. Wood, mgr. Farmers Elvtr. Co.

Gladstone, Ia., Feb. 23.—Nothing doing here since Jan. 14 account no cars. Have transferred 2 cars of grain by wagon to Long Point, making shipment from that station, which is on the C. & N. W. Cars are plentiful on that road while there are none on the C. M. & St. P., where we are located.—M. C. Rucker.

KENTUCKY.

Bardwell, Ky., Mar. 6.—No grain here to ship, except a few cars of shuck corn.—Harlan-Lowe Mfg. Co.

Gracey, Ky., Mar. 7.—Practically no wheat left in this county. May be 2 or 3 cars of corn for shipment, but it, too, is getting scarce. Few cars needed, so there is no shortage.—J. M. Binns.

LOUISIANA.

New Orleans, La.—Exports of grain thru this port during January were as follows: wheat, 33,711 bus.; corn, 1,011,935 bus.; oats, 1,822,393 bus.; barley, 487,739 bus.; and rye, 73,387 bus., compared with wheat, 3,052,690 bus.; corn, 571,024 bus.; oats, 90,785 bus.; barley, 138,397 bus. and no rye during January, 1917.—Geo. S. Colby, chief grain inspector and weighmaster, Board of Trade.

MICHIGAN.

Alpena, Mich., Mar. 6.—No grain to be shipped out.—Thunder Bay Mfg. Co.

Montague, Mich., Mar. 6.—No grain to ship from this station, or from Whitehall. Crop was light, and all shipped.—John O. Reed.

Addison, Mich., Mar. 9.—About 3 cars of wheat and 3 to 5 cars of oats still in farmers hands. Bad roads and bad weather prevent movement just now.—Addison Flour Mill Co., H. E. Branch.

Lake Odessa, Mich., Feb. 7.—There is about 18% of good wheat and 20% of good oats to be shipped from last year's crop. Have been well taken care of as to cars.—Smith Bros., Velte & Co.

Ann Arbor, Mich., Mar. 5.—No grain to be shipped from this station. About 25% of wheat in farmers hands; rye about exhausted; 40% of oats and 30% of corn left, but none will be shipped.—Michigan Mfg. Co.

Bancroft, Mich., Mar. 5.—There is no grain to be shipped from this station, as the country has been practically cleaned of supplies and scarcely a farmer has enuf grain on hand to feed his own stock.—Bancroft Elvtr. Co.

Pontiac, Mich., Mar. 5.—This is no longer a grain shipping point, tho it is probable that 1 more car of rye will move from here. There was no corn. Oats crop was good but all were used for home consumption.—C. G. Freeman.

Allegan, Mich., Mar. 5.—There is practically no grain left to be shipped. Corn was a complete failure and oats are being fed. Wheat is moving fairly well when roads are good, with none to ship out.—Allegan Mfg. Co.

Pentwater, Mich., Mar. 7.—Only grain left is wheat, of which about 40% is in farmers hands. None in elvtrs. We do not expect to ship more than 1 or 2 cars more. Farmers holding for more money on account of agitation for price raising.—Sands & Maxwell Co.

Adrian, Mich., Mar. 5.—In our judgment there is not to exceed 2% of the wheat and barley left in farmers hands, and not over 5% of the oats. We have no stocks on hand to speak of. This section of the state consumes more corn than is grown here.—The Cutler Dickerson Co.

Lansing, Mich., Mar. 5.—Farmers marketed 120,190 bus. of wheat at 80 mills and 70 elvtrs. during February, making an estimated total of 6,500,000 bus. marketed in the 7 months, August-February. Eighty-five mills, elvtrs. and grain dealers report no wheat marketed during February. Grain threshed in the state up to and including Feb. 23 was as follows: Wheat, 13,923,926 bus.; rye, 4,533,317 bus.; oats, 44,808,061 bus.; barley, 3,319,702 bus.; and buckwheat, 348,669 bus.—Coleman C. Vaughan sec'y of state.

MISSOURI.

Ladsonia, Mo., Feb. 27.—Farmers have 2 carloads of wheat.—C. A. Wilder.

Amsterdam, Mo., Feb. 25.—Estimate that 25 cars of corn and 10 cars of oats are yet to be shipped.—Amos H. Hall.

Forest City, Mo., Feb. 26.—Corn movement is good, and we are shipping good grades.—H. E. Combs, mgr. Farmers Elvtr. Co.

Golden City, Mo., Mar. 4.—The grain business has been good the past year, but we have been hampered somewhat by the car shortage.—Morrison Grain Co.

Lathrop, Mo., Feb. 24.—There is a large quantity of corn to be moved. Most of it is soft, but some good corn is mixed with it. Will require 15 to 20 cars for corn at this station and 3 to 15 cars at other points. Oats are of good quality and several cars are back at each station. Cars very scarce; we have not had one for 3 weeks.—W. H. Seaton.

NEBRASKA.

Inavale, Neb., Mar. 7.—No corn of the 1917 crop to ship from this station.—Charles Hunter.

Hartington, Neb., Mar. 7.—Corn is better quality than it was a month ago, with the exception of that which was on the ground, this being poorer. A large quantity of corn still in farmers hands. Car situation getting better.—F. B. Thomann, mgr. Mosemann-Heyne Co.

Liberty, Neb., Feb. 6.—Cars have been scarce and there is much corn to move yet. The 1917 wheat crop about all shipped, only some 3,000 bus. remaining. Some oats to move. Have handled 23 cars of corn since Dec. 8, and, altho I hear much about car shortage I cannot complain as I get 2 or more cars each week.—Liberty Grain Co., C. W. Hagerman, mgr.

Clarks, Neb., Mar. 8.—There is a car shortage here, and only 25 cars have been shipped out of this station since Jan. 1, with elvtrs. full every day of that time. We need 50 cars for grain before farmers begin spring work, and to keep the corn from being damaged in piles on the ground. Some corn that is in cribs will spoil, but most of it is well sorted and will keep.—Merrick County Farmers Co-operative Ass'n, W. F. Sheppard, mgr.

OHIO.

Agosta, O., Mar. 6.—There is 20% of the wheat crop left in farmers hands. They also have 10% of the oats crop. Corn was a fizzle, and would ship in if we could get the grain. Cars scarce.—C. O. Barnhouse.

West Milton, O., Mar. 6.—Wheat and oats practically all shipped. Probably ¼ of the corn still in the field unhusked. Quality and condition has held it back, dealers being unwilling to take the risk of shipping, and severe weather delaying the movement during the winter.—Henderson & Coppock.

Caledonia, O., Mar. 7.—About 30,000 to 40,000 bus. of oats to be shipped from this point. Some farmers are holding oats for \$1. Cars are very hard to get.—L. E. Day.

Dunbridge, O., Mar. 8.—Sixty percent of the corn, 30% of the oats and 10% of the wheat yet to be shipped. This station has had about 20% of the number of cars required, while Sugar Ridge has had 15%.—L. A. Trepanier.

Ankenytown, O., Mar. 5.—From this station there are possibly 5 cars of wheat, 1 car of oats and 20 cars of hay to be shipped from last year's crop. Bad condition of roads and lack of cars main hindrance to movement. Almost impossible to obtain empty cars.—Sylar Brothers.

Columbus, O., Mar. 1.—Grain remaining in farmers hands from crops of 1917 is as follows: Wheat, 22%, or 9,418,828 bus.; corn, 37%, or 45,215,724 bus.; 50% of the crop being still standing in the fields; barley, 26%, or 441,022 bus.; and oats, 37%, or 25,661,260 bus.—N. E. Shaw, sec'y board of agriculture.

Kent, O., Mar. 6.—About 15% of wheat still in farmers hands. No corn or oats to be shipped from here. Cars enuf to take care of shipments. We fear, however, that publication of news relating to talk in Congress of advancing prices may hold back a small percentage of the wheat until the new crop.—The Williams Bros. Co.

Newark, O., Mar. 6.—Forty per cent of wheat threshed last harvest still in farmers hands, and not over 10% of it will be sold before next August as farmers are confident they will get \$2.50 per bu., or more, for it at that time. There will be no corn shipped from this station; not over 50% of it merchantable. There is considerable oats in farmers hands, but they will feed it.—Hulshizer Mlg. Co.

Alexandria, O., Mar. 8.—About 3,000 bus. of wheat remain to be shipped from this station. Some of it is delayed on account of soft roads; some farmers were holding, waiting for the government to advance the price, an action which would have caused serious friction had it been done; but now the grain will be moved as soon as the roads will permit. No corn or oats will be shipped from this station, and seldom do we ship either of these grains out. We are seriously handicapped for want of cars for hay, and have been for months past. No complaint on cars for wheat as we have been supplied.—Ashbrook & Thomas.

OKLAHOMA.

Oklahoma City, Okla., Mar. 1.—The farmer still has on hand from the 1917 crop, 19% of corn, 5% of wheat, 14% of oats and 21% of kaffir and milo. He has consumed and marketed during the past month as follows: Corn, 9%, wheat 3%, oats 5%, and kaffir and milo 13%. On the same date in 1917 he had on hand from the 1916 crop 27% of corn, 5% of wheat and 18% of oats.—Frank M. Gault, pres., state board of agriculture.

SOUTH DAKOTA.

Sioux Falls, S. D., Mar. 6.—Wheat is very scarce in this territory, and after having made several surveys we estimate that about 12% of barley remains in farmers hands and in elevators.—Globe Grain Co.

Hartford, S. D., Feb. 27.—Both of our plants are loaded to the roof. We have

sold a lot of oats for seed in North Dakota, but we cannot get cars to make shipment. We have not shipped a car of oats for over a month, as we ship corn whenever an empty car is available. We do not get the benefit of the advance in price on oats as we sell as we accumulate carloads. Farmers are not very anxious to sell oats and barley but will dispose of the wet corn as fast as we can get cars to ship it out.—I. S. Henjum, mgr. Co-operative Farmers Elevtr. Co.

TENNESSEE.

Denver, Tenn., Feb. 28.—Deliveries of ear corn by farmers from wagons broke all previous records here yesterday when we received 110 wagon loads, or nearly 4,000 bus. The largest crop of corn ever grown in this section of the state is being rapidly moved to market, about 175,000 bus. already having been shipped from this station. This represents probably 65% of the surplus. All corn offered for sale by farmers thruout this section is snap or ear corn in the husk. The remainder of the surplus probably will be out of farmers hands by April 15, as it is not considered safe to carry corn thru the summer this far south unless it will grade better than No. 3 account moisture.—Duck River Grain Co., T. E. Ayres, pres.

WISCONSIN.

Alma, Wis., Mar. 6.—No grain for shipment. Country clean of supplies except for home uses.—H. E. Heise.

Baraboo, Wis., Mar. 6.—There is but little grain of any kind to be shipped from this station.—Stewart & Alexander Lbr. Co.

Government Report of Reserves.

Washington, D. C., Mar. 8.—The Crop Reporting Board of the Bureau of Crop Estimates makes the following estimates of farm reserves on Mar. 1:

Corn.—About 1,292,905,000 bus. or 40.9% of the 1917 crop, against 782,303,000 bus. or 30.5% of the 1916 crop on farms March 1, 1917, and 1,116,559,000 bus. or 37.3% of the 1915 crop on farms March 1, 1916. About 21.9% of the crop will be shipped out of the counties where grown, against 17.6% of the 1916 crop and 18.7% of the 1915 crop so shipped. The proportion of the 1917 crop which is merchantable is about 60.3% (equivalent to 1,905,723,000 bus.), against 83.9% (2,154,487,000 bus.) of the 1916 crop and 71.1% (2,127,965,000 bus.) of the 1915 crop.

Wheat.—About 111,272,000 bus. or 17.1% of the 1917 crop, against 100,650,000 bus. or 15.8% of the 1916 crop on farms March 1, 1917, and 244,448,000 bus. or 23.8% of the 1915 crop on farms March 1, 1916. About 51.2% of the crop will be shipped out of the counties where grown, against 56.7% of the 1916 crop and 61.7% of the 1915 crop so shipped.

Oats.—About 595,195,000 bus. or 37.5% of the 1917 crop, against 394,211,000 bus. or 31.5% of the 1916 crop on farms March 1, 1917, and 598,148,000 bus. or 38.6% of the 1915 crop on farms March 1, 1916. About 32.0% of the crop will be shipped out of the counties where grown, against 28.4% of the 1916 crop and 30.1% of the 1915 crop so shipped.

Barley.—About 43,404,000 bus. or 20.8% of the 1917 crop, against 33,244,000 bus. or 18.2% of the 1916 crop on farms March 1, 1917, and 58,301,000 bus. or 25.5% of the 1915 crop on farms March 1, 1916. About 38.8% of the crop will be shipped out of the counties where grown, against 43.5% of the 1916 crop and 43.2% of the 1915 crop so shipped.

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
July 1 to June 30...	281,130,000	359,355,000	61,662,000	36,620,879	119,166,000	113,876,000
	1917-8.	1916-7.	1917-8.	1916-7.	1917-8.	1916-7.
Tot. July 1 to Dec. 29.	90,107,000	153,967,	11,299,000	22,912,000	76,409,000	61,410,000
Jan. 5.....	2,191,000	6,064,000	177,000	580,000	1,966,000	1,492,000
Jan. 12.....	1,805,000	4,930,000	1,000	1,771,000	2,134,000	1,656,000
Jan. 19.....	2,109,000	4,891,000	175,000	1,091,000	1,728,000	3,222,000
Jan. 26.....	1,683,000	5,383,000	37,000	1,556,000	795,000	1,838,000
Feb. 2.....	1,568,000	5,511,000	10,000	881,000	1,708,000	1,960,000
Feb. 9.....	1,637,000	4,375,000	514,000	1,343,000	1,605,000	1,334,000
Feb. 16.....	950,000	4,753,000	353,000	1,712,000	1,350,000	2,705,000
Feb. 23.....	675,000	4,122,000	108,000	1,321,000	1,449,000	1,779,000
Mar. 2.....	1,232,000	4,703,000	93,000	1,500,000	1,812,000	2,661,000
Mar. 9.....	1,172,000	4,679,000	.....	1,540,000	968,000	2,917,000
Totals	104,529,000	183,387,000	12,767,000	36,207,000	91,924,000	82,974,000

Wheat Movement in February.

Receipts and shipments of wheat at the various markets during February, 1918, compared with February, 1917, were, in bus., as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	609,739	2,508,910	538,640	1,344,468
Chicago	363,000	2,785,000	111,000	2,502,000
Cincinnati	175,057	442,790	182,337	283,469
Detroit	47,000	223,000	.....	83,000
Duluth	176,382	2,040,169	180,424	220,583
Kansas City	622,350	3,044,250	145,800	3,576,150
Milwaukee	155,700	482,500	152,520	593,993
Minneapolis	3,506,210	6,006,750	732,550	1,634,610
New York	1,103,200	5,185,800	1,057,421	6,216,516
Omaha	256,800	1,410,600	1,248,000	1,321,200
San Francisco,	.....	.....	.....	.....
tons	7,348	7,367	.....	.....
St. Louis	770,667	2,480,640	672,040	1,910,050
Toledo	72,800	179,400	154,500	164,500
Wichita	275,000	.....	25,000	.....

Corn Movement in February.

Receipts and shipments of corn at the various markets during February, 1918, compared with February, 1917, were, in bus., as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	264,761	3,133,071	417,814	2,065,780
Chicago	10,555,000	7,345,000	2,612,000	3,222,000
Cincinnati	392,165	2,770,977	124,624	862,634
Detroit	442,000	520,000	6,000	125,000
Duluth	61,087	17,618	6,693	.....
Kansas City	5,617,500	1,221,250	3,392,500	638,750
Milwaukee	2,552,540	1,055,000	792,960	782,545
Minneapolis	3,294,210	1,285,140	1,502,190	970,940
New York	14,000	1,913,900	67,098	1,678,462
Omaha	8,604,400	1,893,600	5,233,200	1,404,700
St. Louis	3,216,425	2,381,310	1,650,400	1,602,020
San Francisco,	.....	.....	.....	.....
tons	1,117	579	.....	.....
Toledo	181,800	314,400	31,700	175,800
Wichita	579,000	.....	427,000	.....

Oats Movement in February.

Receipts and shipments of oats at the various markets during February, 1918, compared with February, 1917, were, in bus., as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	421,954	1,323,829	1,114,895	950,142
Chicago	8,773,000	6,964,000	4,073,000	4,968,000
Cincinnati	179,220	495,873	118,191	343,127
Detroit	182,000	227,000	3,000	52,000
Duluth	12,481	1,203,134	22,559	26,942
Kansas City	1,536,800	307,200	1,144,500	991,500
Milwaukee	2,728,540	1,297,000	994,121	1,445,239
Minneapolis	3,616,250	1,390,130	3,045,150	1,802,180
New York	1,104,000	2,636,000	1,139,272	1,505,186
Omaha	1,598,000	759,900	1,248,000	805,500
St. Louis	3,282,000	1,570,800	2,260,810	1,564,270
San Francisco,	.....	.....	.....	.....
tons	1,386	4,547	.....	.....
Toledo	564,800	232,800	206,300	209,300
Wichita	181,500	.....	169,000	.....

Rye Movement for February.

Receipts and shipments of rye at the various markets during February, 1918, compared with February, 1917, in bus., were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	359,596	711,031	461,052	927,878
Chicago	185,000	251,000	83,000	299,000
Cincinnati	25,184	53,730	69,702	37,516
Detroit	34,000	13,000	.....	22,000
Duluth	9,160	40,080	27,662	18,858
Kansas City	67,100	37,500	55,000	14,800
Milwaukee	324,870	79,355	65,450	63,800
Minneapolis	1,097,500	168,440	659,150	156,600
New York	257,500	36,250	278,594	39,400
Omaha	106,700	31,900	78,100	39,000
St. Louis	38,500	45,100	113,620	52,180
Toledo	8,300	3,000	5,500	3,200
Wichita	8,400	.....	500	.....

Barley Movement for February

Receipts and shipments of barley at the various markets during February, 1918, compared with February, 1917, in bus., were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	4,045	220,545	461,052	294,961
Chicago	1,805,000	1,570,000	562,000	479,000
Cincinnati	36,894	64,700	4,367	1,559
Duluth	43,894	341,204	69,302	9,994
Kansas City	46,500	85,500	49,400	102,700
Milwaukee	1,248,290	885,500	413,616	189,816
Minneapolis	3,581,450	892,010	1,881,220	1,151,200
New York	696,700	1,569,950	469,387	447,452
Omaha	127,800	106,000	81,000	59,000
St. Louis	65,600	75,200	66,400	6,850
San Francisco,	.....	.....	.....	.....
tons	7,444	4,970	.....	.....

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Golden, Ill., Mar. 4.—Wheat and rye condition 100% of an average.—Selby Grain Co., H. E. Selby.

INDIANA.

Talbot, Ind., Mar. 3.—Corn in very bad condition and much of it molding in the cribs.—W. B. Foresman Co., J. W. Geary, mgr.

Judyville, Ind., Feb. 25.—The grain business is very quiet because of the scarcity of cars.—Davis Grain Co.

Kingsbury, Ind., Mar. 8.—Corn a complete failure on account of frost.—White Bros. & Co.

KANSAS.

Wilson, Kan., Mar. 4.—We just had one of the old time general rains and crop prospects are fair for a wheat crop.—Farmers Elev. Co., V. B. Kvasnicka, mgr.

Great Bend, Kan., Feb. 25.—Conditions will have to change or all will be out of business in the next 4 months. It has been very dry and we have had lots of high wind. Wheat is still alive, but quite an acreage from here west is not thru the ground. Plenty of rain from now on with good weather would produce 65% to 80% of a crop. Mar. 4.—Have had a fine rain, which believe to have been general. Things have changed somewhat, and with favorable weather from now on we will make 85% of a wheat crop.—Robinson & Latta Grain Co.

Walnut, Kan., Mar. 7.—Wheat is looking fine since the recent rains, and farmers are beginning to sow oats.—I. E. Clark.

Raymond, Kan., Mar. 7.—Since the 1-in. rain we had a few days ago wheat is greening up fine, except on sandy ground where it was blown badly, and we want to say that farmers have a smile that won't come off soon.—Raymond Grain & Supply Co.

Wichita, Kan., Mar. 7.—The late rains have helped the winter wheat, and it is coming out fine, altho some reports from over the state, and from Oklahoma, say that the soft wheat is winter killed.—R. B. Waltermire, sec'y Board of Trade.

MICHIGAN.

Lansing, Mich., Mar. 5.—Reports from 219 correspondents show that wheat suffered injury during February, while 197 state that no injury was suffered. Snow protected wheat 18 days in the state, the average depth on Feb. 15 being 9.5 inches and on Feb. 28 4.34 inches.—Coleman C. Vaughan, sec'y of state.

MINNESOTA.

Campbell, Minn., Feb. 28.—We have had 2 very short crops. They were drowned out in 1916 and dried out in 1917. With the country all plowed and no snow at present the outlook is promising for 1918 crops.—J. J. McIntyre, mgr., Farmers Elev. Co.

MISSOURI.

Fortuna, Mo., Feb. 26.—Wheat looks fine. We have no corn.—Thomas Roach.

Caledonia, Mo., Feb. 27.—Both oats and barley are of good quality.—Ralston Bros.

Clinton, Mo., Feb. 26.—Wheat looks good. We need rain, but the crop is not hurting.—Ben Mitchem.

Forest City, Mo., Feb. 26.—Wheat is not looking the best. Our corn crop was good.—H. E. Combs, mgr. Farmers Elev. Co.

Versailles, Mo., Feb. 26.—Wheat looks fair, and the acreage has been increased over that of last year.—H. Moser.

Forest City, Mo., Feb. 26.—Wheat looks good, and the acreage has been increased over that of last year.—H. L. Everson.

Golden City, Mo., Mar. 4.—Crop conditions favorable for next year, and prospects are that farmers will put out a big spring crop.—Morrison Grain Co.

Ladonia, Mo., Feb. 27.—The growing wheat is backward, but it is greening up. The acreage is increased 40% over that of last year.—C. A. Wilder.

Truesdale, Mo., Feb. 26.—The ground is dry, but the root of the wheat plant is good, and the crop prospect is promising.—A. E. Klingenberg.

Carrollton, Mo., Feb. 26.—Wheat never looked better at this time of year and it will take unusual weather from now on to hurt it. We have enuf moisture.—Cecil Wayland.

NEBRASKA.

Inavale, Neb., Mar. 7.—The prospect for wheat is good. Plenty of moisture.—Charles Hunter.

Ogallala, Neb., Mar. 7.—Winter wheat crop not looking good on account of drouth. Plenty of moisture will help it considerable, and it all depends on moisture now.—Leo Martin, agt. Trans-Mississippi Grain Co.

Mullen, Neb., Mar. 7.—Growing rye is fine and the acreage is increased 100% over last year. Not much wheat put out.—Mullen Grain Co., W. A. Harding, mgr.

Liberty, Neb., Feb. 6.—Winter wheat looks fine; altho it has been a little dry this winter, late snow and rains will be of great benefit. Prospects are bright for a good crop. Frost is all out of the ground and we are having a fine rain.—Liberty Grain Co., C. W. Hagerman, mgr.

OHIO.

Greenville, O., Mar. 7.—It is almost impossible to handle the corn, as it runs about 30% moisture, and feeds are difficult to get, so that things have been pretty tough this winter.—Wenrick & Mote.

Agosta, O., Mar. 6.—Growing wheat short, but otherwise all right.—C. O. Barnhouse.

Newark, O., Mar. 6.—Prospects of next wheat crop look as good as the average.—Hulshizer Mfg. Co.

Columbus, O., Mar. 1.—The condition of wheat Mar. 1, shows 83%, compared with an average, which is very encouraging, showing an increase of one point since report of Jan. 1. On the setting in of winter owing to late seeding and lack of moisture, the wheat had not attained the usual degree of growth and vigor. In many fields there was very little appearance of the plant. The winter has been one of the coldest in the history of the state, but there has been a great amount of snow protection. The ground has been almost continuously frozen and there is very little complaint of upheaval of the wheat roots, and if favorable weather prevails until the complete opening of spring, the wheat, now well in the ground, may shoot rapidly forward and advance many points in general condition. The frost is not yet all out of the ground, and while the snow has about all disappeared, the wheat has not had time to green up, and it is therefore difficult to estimate with any degree of correctness the true condition of the plant. Much that now shows brown and has the appearance of being winter killed may be safe at the root and show vigor at the proper time. The condition of wheat Mar. 1, 1917, was 72% compared with an average, from which was produced one of the largest crops in the history of the state. With weather conditions from now on being equal, the 1918 wheat crop should be the bumper crop hoped for. Corn in crib in bad condition. Many reports of rotting and sprouting.—N. E. Shaw, sec'y board of agriculture.

OKLAHOMA.

Oklahoma City, Okla., Mar. 1.—Wheat has decreased 4% in growing condition during the past month. The present condition is 53%, condition last month was 57% and on the same date one year ago the 1917 crop showed a condition of 73%. The biggest per cent of the crop is suffering from the scarcity of moisture. Some wheat is reported frozen and some blown

out. This damage, however, is not serious. The southwestern part of the state continues to show the poorest condition, while the best condition appears in the northeast part. Of the land to be planted to spring crops, only 17% has been plowed. Plowing has been held back by the extreme cold weather, and some parts of the state report that it is too dry for plowing. The acreage to be planted to oats this year will be 2 per cent less than that of last year. This also is due to dryness of the soil. Should the state receive good rains in the near future, the acreage would be increased in many parts.—Frank M. Gault, pres. state board of agriculture.

TENNESSEE.

Denver, Tenn., Feb. 28.—The quality of our corn is generally fair to good, grading mostly No. 4, with some little of it going No. 3. Acreage sown to wheat last fall probably 75% of normal, the decrease being due to high price of seed. Wheat now looks well and a good crop is promised.—Duck River Grain Co., T. E. Ayres, pres.

WASHINGTON.

Odessa, Wash., Feb. 27.—Farmers are much elated over the bumper crop which is expected this year. We have plenty of moisture in the ground, and it will be only a matter of a few days until seeding will be in full swing.—Theodore Wagner.

Farm Reserves of Grain and Winter Wheat Condition.

The report issued Mar. 5 by P. S. Goodman, of Clement, Curtis & Co., shows large reserves of corn and oats on the farm; and larger farm stocks of wheat than a year ago, but less of that grain in mills and elevators. The condition of growing wheat is given as excellent, it having improved over the low condition reported last December.

Farm reserves of wheat are shown to be 113,000,000 bus. or 17.4% of the crop, comparing with 101,000,000, or 15.8% last March. The holdings of interior mills and elevators are 60% of last year, or 54,000,000. The visible at market points is 10,000,000, making a total in sight of 184,000,000, versus 245,000,000 a year ago. Deducting the known movements of wheat, the exports, and assuming a per capita consumption at the rate of 4 bus., and allowing for winter seeding, there is 75,000,000 in the invisible. This invisible is an unusually large amount compared with other years. It does not mean that the crop was underestimated, for at this period of the year there is always a great deal of wheat in transit, and there is always a large quantity milled into flour held in the hands of millers and the trade. A year ago, basing consumption on 5 bus. per capita, the invisible appeared to be 10,000,000, but the final checking up at the crop end showed the consumption to have been 4.4 bus., which fixed the invisible supply at 51,000,000. Two years ago, when the estimate was made on the normal consumption of 5½ bus., the invisible indicated 27,000,000 bus., but a higher consumption worked out at the year end showed no March 1 deficiency, and indicated that the crop was larger than estimated. Figures based on known and assumed movements are only approximations, but they serve to indicate the extent of supplies. The large invisible indicated this year is somewhat due to the disarrangement of the trade, an indifference on the part of the handlers as to the actual situation, and reluctance on the part of many producers to disclose their holdings. There is another important factor, which accounts for a large quantity of unreported wheat: Mills have been permitted to grind 75% of previous years' milling. This has permitted a large operation the country over, and small millers have been very active, and it is their holdings which are difficult to get at through regular trade channels.

Adding the invisible to the farm and trade holdings, the total amount of wheat available is 265,000,000 bus., which would supply domestic needs, spring seeding, and allowing for 30,000,000 carry-over, would leave 62,000,000 bus. for exports. A year ago we ventured the prediction that the consumption would fall under 5 bus. and with the substitutes now required, the larger percentage of flour extracted, the per capita this year should fall under 4 bus. Mr. Julius Barnes of the Wheat Corporation figures on 3.8 bus., which on the

average population this year would add 21,000,000 bus. more for export, or in excess of the exporting facilities, considering that there is about 50,000,000 of Canadian wheat available to the end of the season.

The wheat seeded last fall is reported showing improvement over last December, the snows having come to a soil generally dry. This is a condition which usually holds winter killing to a minimum. Heavy winter killing comes from a wet and early frozen soil. Our reports have invariably indicated the extent of winter killing, even in years when the damage was very great, and this year the indications are for less loss of acreage than at any time for some years. The only extension of damage reported is in Oklahoma and Texas, and since the reports were made up, there have been good rains over the entire dry region of the Southwest, and recovery of much of the lost ground may be expected. On the assumption of a 5% winter killing, and the improvement reported averaging 3 points over the entire region, the outlook is for a winter wheat crop of 600,000,000 bus. versus 418,000,000 last year.

Reserves of corn are reported at 42.6% of the crop, or 1,358,525,000 bus., which exceeds the record of previous year. However, the quality is not good, and the merchantable corn is far below the average percentage. The reserves in the South, where the crop was generally good, are less on a percentage basis, but larger in volume on account of the good yield. The big reserves are reported from the section where the crop was gathering under distressing conditions, and some of it not yet housed. The feeding in this section has been light, owing to the availability of a larger oats crop. Experience of previous years shows that the corn improves with the coming of warmer weather, especially if it has not been shelled. The poor quality crop was so large in bushels that with all the losses, the reserves for feeding are undoubtedly larger than last season, when the official estimate was 785,000,000 bus. at this time.

Oats reserves are likewise excellent, our reports indicating 34%, or 537,000,000 bus. The feeding of this grain has been heavy in the sections of poor corn, and the reserves in these sections are generally smaller than elsewhere. The volume has been exceeded in two previous years, but is 144,000,000 over last year. The large crop furnished an unusual amount for export, 80,000,000 bus. since August, comparing with 54,000,000 the previous season. With the supply being 60,000,000 bus. over the average at this period of the year, there is more than enough for domestic demand and larger export requirements.

WHEAT acreage in France was increased nearly 1,000,000 acres over the planting in the fall of 1916. With a good season this acreage should add 20,000,000 bus. to the wheat supply. Spring seeding this year may exceed that of 1917 by nearly the same acreage, giving France a crop of 40,000,000 bus. in excess of that of 1917.

No Demurrage Prior to Placement.

Carriers as well as shippers must abide by published demurrage rules. Railroads are not permitted to bull things thru nor is full and hearty co-operation on the part of shipper or receiver ground for relieving the carrier of full obligation as defined by published demurrage rules.

In the complaint of C. Schaefer & Son v. the Long Island Railroad, carrier rules provided that in case delivery could not be made to the siding designated the carrier was at liberty to tender and the receiver must accept delivery at the nearest available point, to be named in the notice, or to such other point as the shipper might designate.

In this case the I. C. C. held charges were imposed without warrant of tariff authority because lawful delivery was not made and refund was authorized. This was during a period of congestion but receiver's failure to use its own tracks to more than 15% of their capacity, while open to criticism, did not serve to excuse the carriers from the responsibility to abide by their own rules.

The firm was awarded reparation.

Elevation and Transfer Subject to 3% War Tax.

All charges for elevator service rendered as an incident to the transportation of grain and other commodities are subject to the 3% war tax. This is clearly defined in a recent ruling by Daniel C. Roper, of which the text is given:

Collector Internal Revenue,
New Orleans, La.

Your attention is called to the Act of June 29, 1906, which reads as follows:

"* * * and the term transportation shall include cars and other vehicles and all instrumentalities and facilities of shipment or carriage, irrespective of ownership or of any contract, express or implied for the use thereof, and all services in connection with the receipt, delivery, elevation and transfer in transit, ventilation, refrigeration or icing, storage and handling of property transported."

Such charges as elevation and storage made in connection with the transportation of property from one point to another as are charged at the New Orleans port are clearly taxable under the provisions of the law as defined in the above quoted statute.

Where these charges are absorbed in the freight rate made to the shipper and this rate collected from him provides for these services, there would be no tax upon a subsequent charge for the total services performed under those headings to the carrier itself. That is, a duplicate assessment of the tax would not be made in any instance to the carrier himself by those who furnish those facilities and charge for the same in a bill rendered for the total services covering a complete shipment.

Your attention has been called to the above for the reason that this office has been informed that no tax is collected upon the charges made for elevation and storage at the port of New Orleans. The proper tax upon similar services rendered at the port of Galveston, Texas, is collected, resulting in a discrimination in favor of the New Orleans port.

You are, therefore, cautioned that charges for elevation storage and for these services specifically mentioned in the above quoted statute are taxable per se, and the only way in which any charge made for these services can escape taxation is where it is shown that a duplicate tax is actually collected thereon.

DANIEL C. ROPER.

This ruling developed as a result of the failure of the Central Elevator & Warehouse Co., of New Orleans, to collect the tax on elevator charges, which work is an incident to the transportation and delivery of grain from interior point to ships loading at the port of New Orleans.

This rule definitely states that the service must be performed "in connection with the transportation of property," and the tax does not apply to elevator service otherwise given.

Ordered to Sell Wheat.

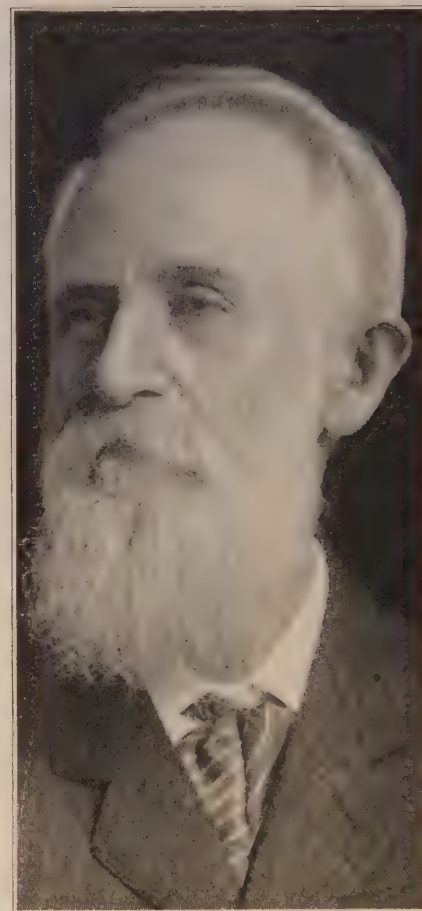
Taylor Miller, operating an elevator at Salina, Kan., has been ordered to sell 1,700 bus. of wheat which was bought before prices were fixed by the government. Mr. Miller was charged with hoarding wheat but the investigation disclosed the wheat held had been bought early in 1917 and at an average price of \$2.65, some of it at \$3.25.

Mr. Miller is a civil war veteran and is willing to do his part to win the war, even to the extreme of enlisting (he is 71 years of age) if that would help in the work. He objects to being commanded to shoulder a loss of over a thousand dollars thru no fault of his own. The wheat was bought in the ordinary course of legitimate business transactions and many will agree with the contention that the government and not the individual should be responsible for its acts, consequently for the losses occasioned thereby.

Charles B. Murray Answers Last Call.

Charles B. Murray, for many years sec'y of the Cincinnati Chamber of Commerce, died at his home in that city March 5, after a lingering illness. He was widely known as a statistician and rated one of the best posted men in grain and provisions in the world.

He was born in Brandon, Vt., June 10, 1837. The family moved to Foster's Crossing, near Cincinnati, when he was nineteen years old. In 1871 he launched



Chas. B. Murray, Cincinnati, Deceased.

the Cincinnati Price Current, of which he was editor and publisher for forty-one years. In those early days Cincinnati was the leading pork packing and grain center of America and Mr. Murray became a recognized authority. He served as sec'y of the Chamber of Commerce for nearly a quarter of a century.

He is survived by eight children, four of whom were with him when the end came. Mr. Murray was 81 years old at the time of his death.

McAdoo does not seem to fear that the broad light of publicity on the shortcomings of the Food Administrator will give aid and comfort to the Kaiser.

A CUNARD FREIGHTER, the Pannonia, shipped water through an open port hole after leaving Halifax. The Cunard Steamship Co. was sued by the consignee of the wheat and the court held there was lack of due diligence on the part of the carrier and gave judgment for the plaintiff. The defense was that a German spy had opened the port hole while the boat was in the harbor, but this was dismissed for lack of evidence.

Army Buying Centralized.

The buying of hay, oats, straw and bran for the hundreds of thousands of horses and mules used in Uncle Sam's army has hitherto been done thru many separate quartermaster's offices with varying degrees of efficiency. In the confusion incident to our entry into the war it happened in very few instances that departmental red tape and the loosely drawn specifications of peace times led to the acceptance of hay that was not worth the money paid for it. It soon became apparent that a centralization of all these branches under men who had made the buying of hay and oats a life-time study would do away with these irregularities and insure Uncle Sam his money's worth.

The Fuel and Forage Division of the U. S. Army Quartermaster General's Office accordingly has concentrated all the purchasing of forage at Chicago in new offices just established in the Monadnock Block, conveniently located on the second floor, across the street from the Federal Building and but a square removed from the Board of Trade. Here will be done all the buying of fodder for the troops stationed from Maine to California and in France. This central office of the Forage Branch is charged with responsibility for the purchase, transportation and distribution to about 140 different points from Oregon to New England and to the ship side for our overseas forces. This office does its buying with due regard to the local requirements, the grades available and the means of transport, necessitating great attention to detail and a large office force.

The buying of hay, which had been conducted at Kansas City under Col. Bravo, has been moved to Chicago. The buying of oats and bran, which has been conducted at the Depot Quartermaster's office, has been removed to the central office. A part of the work controlled by the central office is the recompression of all hay for export.

Purchases of hay are made on the open market and by contract, most of it on the open market. Contracts usually are for shipment as soon as cars can be provided. This office is in position to close immediately with firm offers made anywhere if the price is right as it is always

in the market, except for supplies out of the line of transportation.

Sight drafts are honored to the extent of 80 per cent of the value on hay and straw, and 95 per cent on oats and bran, putting the government right up in line with the best private business practice.

Geo. S. Bridge, who has been commissioned in charge of the central office, is well and favorably known to the hay trade as a man of experience, fully qualified to protect the interests of the government in any circumstances. In the buying of oats he has associated with him H. E. Halliday, of Cairo, Ill., who is in deserved repute with the grain trade.

Rules for Maltsters.

Mar. 3 the Food Administration announced rules for maltsters and canceled the prohibition of barley purchases.

Maltsters are forbidden to malt more than 70% of the amounts of grains used by them for corresponding six-months periods last year. Malt used last year in the manufacture of yeast, malt extract, malt flour or vinegar is not to be counted in calculating the amounts to be permitted this year.

Maltsters are forbidden to carry over the summer any of this year's grains and to malt any of it after July 1. They are forbidden to have in hand or under control at any time more grain and malt and grain being malted than the equivalent of 120 days' output, and cannot have more than a 60 days' supply of unmalted grain on hand at any time.

Contracts are forbidden involving delivery later than 120 days afterwards, except in the case of contracts with the Government of the United States or that of any of the Allies. This rule, however, does not invalidate any contract made before February 15, 1918.

Maltsters are further forbidden to sell malt to any persons except brewers licensed by the Commissioner of Internal Revenue, or registered distillers, or yeast manufacturers, or manufacturers of malt flour or malt extract, or manufacturers of vinegar, except by special written permission of the Food Administration. They are forbidden to deliver malt in excess of the purchaser's requirements for the next 60 days, and between May 1, and Aug. 15, the amount delivered shall not exceed the purchaser's requirements up to Oct. 15.

Brokerage on sales of malt either by the maltsters or through a broker, agent, salesman or any representative, is limited to 2 cents a bushel, and no sales are permissible except by signed contract.

Failure of the Food Administration to bring wheat out from the farmers hands or to increase the production of wheat has led the government to impose this burden on the maltsters to insure a greater supply of cereals which may be substituted for wheat.

COAL MINERS who have complied with the Washington wage agreement will be permitted to add 45 cents a ton to the mine price, announcement to this effect being made Feb. 28 by the Fuel Administration.

FARM MACHINERY in adequate supply and in absolutely perfect condition is needed by farmers to make their great spring drive a complete success. This question is presented in extremely interesting and pertinent form in Circular No. 210, by F. A. White, of the College of Agriculture, Urbana, Ill. Copies will be supplied on request.

Illinois Assn. Will Celebrate in Chicago.

Two invitations for the next convention of the Illinois Grain Dealers Ass'n were considered by the directors of the ass'n at their special meeting at Chicago Mar. 7. These came from Peoria and Chicago. It was finally decided that the 25th annual convention of the ass'n should be held at Chicago, Tuesday and Wednesday, May 21-22, and that the Hotel LaSalle shall be headquarters. Peoria's invitation was insistent and attractive and the board intimated that it would be Peoria's turn next time. The board's executive com'te for the convention consists of Directors Schultz, Wayne and Dewein, and Pres. McCune and Sec'y Hitchcock, ex-officio.

The Secretary made a financial report for the period from May, 1917, to March, 1918, offering a comparison with the same period of the previous year. For the present fiscal year receipts have totalled \$6,706.14, with expenditures \$7,130.17. There is, however, no deficit, as the money in the treasury at the end of the last year was not figured in the report. Receipts were better last year than during the current year, but expenditures were greater.

To have a greater dues income, a motion was carried for the appointment by the president of a com'te to work out a resolution for a change of constitution in regard to dues, Directors Christy, Sinclair and Murray being named.

There was considerable discussion of the claims situation, participated in by T. E. Hamman of Milmine, chairman of the Claims Com'te, and C. E. Graves, Weston, chairman of the Resolutions Com'te, who had been invited to sit in at the meeting. The Executive Com'te (Directors Wayne, Hill and Dewein) was directed to attend the national ass'n's conference on I. C. C. Docket 9009 at Chicago, March 14, which will also be attended by Atty. Bach who has handled the negotiations of the Illinois Ass'n with the Illinois carriers. Illinois has been a pioneer in this movement for claims agreements. B. P. Hill, treas. of the 100 Club, handled by the Executive Com'te, reported \$2,300 in cash on hand and promises from several others. It was decided that the directors will campaign individually among their friends in the membership to complete the desired 100 members for the club.

The following were present: Pres. J. H. McCune, Ipava; vice president E. E. Schultz, Beardstown; treas. William Murray, Champaign; directors E. M. Wayne, Delavan, Victor Dewein, Warrensburg, B. P. Hill, Freeport, U. J. Sinclair, Ashland, B. L. Christy, Viola, William Wheeler, Crescent City, C. R. Mitchell, Ashmore, F. G. Horner, Lawrenceville; Attorney Wm. R. Bach, Bloomington; and Sec. E. B. Hitchcock, Decatur.

West Indies to Receive Foodstuffs.

The War Trade Board announces that the consent of the Food Administration has been obtained for some relaxation of the restriction of the export of certain foodstuffs to the West Indies.

Exports will be allowed in limited quantities of oats and corn, condensed milk, cheese, pork and pork products, beef and beef products, cottonseed oil, lard compounds and oleomargarine.

Applicants should use Application Form X, and attach Supplemental Sheet X-1 where there is special evidence to support the application.



Geo. S. Bridge, Chicago, Ill.

Call Rule Sustained.

The call rule of the Chicago Board of Trade, restricting bids to the country for grain to arrive, which has been copied by the other leading grain exchanges, in an endeavor to prevent the grain trade from falling into a monopoly by a few large firms, was sustained Mar. 4, 1918, by the Supreme Court of the United States in the case of *United States v. Chicago Board of Trade*.

The rule was adopted 12 years ago, and has been in litigation for many years, and modified from time to time to keep within the latest exposition of the law. Technically the rule violated the law, as held by the U. S. District Court, from whose decision the Board successfully prosecuted its appeal. The Board's final success is due to the able presentation by Attorney Henry S. Robbins of a vast array of evidence that left no shadow of doubt in the mind of the court that the purpose and result of the rule was as claimed, to effect the freest competition. The decision follows in full:

Chicago is the leading grain market in the world. Its Board of Trade is the commercial center through which most of the trading in grain is done. Special sessions, termed the "Call," are held immediately after the close of the regular session, at which sales "to arrive" are made. These sessions are not limited as to duration, but last usually about half an hour. At all these sessions transactions are between members only; but they may trade either for themselves or on behalf of others. Members may also trade privately with one another at any place, either during the session or after, and they may trade with non-members at any time except on the premises occupied by the Board.*

Purchases of grain "to arrive" are made largely from country dealers and farmers throughout the whole territory tributary to Chicago, which includes besides Illinois and Iowa, Indiana, Ohio, Wisconsin, Minnesota, Missouri, Kansas, Nebraska, and even South and North Dakota. The purchases are sometimes the result of bids to individual country dealers made by telegraph or telephone either during the sessions or after; but most purchases are made by the sending out from Chicago by the afternoon mails to hundreds of country dealers, offers to buy at the prices named, any number of carloads, subject to acceptance before 9:30 A. M. on the next business day.

In 1906 the Board adopted what is known as the "Call" rule. By it members were prohibited from purchasing or offering to purchase, during the period between the close of the Call and the opening of the session on the next business day, any wheat, corn, oats or rye "to arrive," at a price other than the closing bid at the Call. The Call was over, with rare exceptions, by two o'clock. The change effected was this: Before the adoption of the rule, members fixed their bids throughout the day at such prices as they respectively saw fit; after the adoption of the rule, the bids had to be fixed at the day's closing bid on the Call until the opening of the next session.

In 1913 the United States filed in the District Court for the Northern District of Illinois, this suit against the Board and its executive officers and directors, to enjoin the enforcement of the Call rule, alleging it to be in violation of the Anti-Trust law (July 2, 1890, c. 647; 26 Stat. 209). The defendants admitted the adoption and enforcement of the Call rule, and averred that its purpose was not to prevent competition or to control prices, but to promote the convenience of members by restricting their hours of business and to break up a monopoly in that branch of the grain trade acquired by four or five warehousemen in Chicago. On motion of the Government the allegations concerning the purpose of establishing the regulation were stricken from the record.

Conspiracy.—The case was then heard upon evidence; and a decree was entered which declared that defendants became parties to a combination or conspiracy to restrain interstate and foreign trade and commerce "by adopting, acting upon and enforcing" the "call" rule; and enjoined

them from acting upon the same or from adopting or acting upon any similar rule.

No opinion was delivered by the District judge. The Government proved the existence of the rule and described its application and the change in business practice involved. It made no attempt to show that the rule was designed to or that it had the effect of limiting the amount of grain shipped to Chicago; or of retarding or accelerating shipment; or of raising or depressing prices; or of discriminating against any part of the public; or that it resulted in hardship to anyone. The case was rested upon the bald proposition that a rule or agreement by which men occupying positions of strength in any branch of trade, fixed prices at which they would buy or sell during an important part of the business day, is an illegal restraint of trade under the Anti-Trust Law. But the legality of an agreement or regulation cannot be determined by so simple a test, as whether it restrains competition. Every agreement concerning trade, every regulation of trade, restrains. To bind, to restrain, is of their very essence.

The true test of legality is whether the restraint imposed is such as merely regulates and perhaps thereby promotes competition or whether it is such as may suppress or even destroy competition. To determine that question the court must ordinarily consider the facts peculiar to the business to which the restraint is applied; its condition before and after the restraint was imposed; the nature of the restraint and its effect, actual or probable. The history of the restraint, the evil believed to exist, the reason for adopting the particular remedy, the purpose or end sought to be attained, are all relevant facts. This is not because a good intention will save an otherwise objectionable regulation or the reverse; but because knowledge of intent may help the court to interpret facts and to predict consequences.

The District Court erred, therefore, in striking from the answer allegations concerning the history and purpose of the Call rule and in later excluding evidence on that subject. But the evidence admitted makes it clear that the rule was a reasonable regulation of business consistent with the provisions of the Anti-Trust Law.

First: The nature of the rule: The restriction was upon the period of price-making. It required members to desist from further price-making after the close of the Call until 9:30 A. M. the next business day; but there was no restriction upon the sending out of bids after close of the Call. Thus it required members who desired to buy grain "to arrive" to make up their minds before the close of the Call how much they were willing to pay during the interval before the next session of the Board. The rule made it to their interest to attend the Call; and if they did not fill their wants by purchases there, to make the final bid high enough to enable them to purchase from country dealers.

Second: The scope of the rule: It is restricted in operation to grain "to arrive." It applies only to a small part of the grain shipped from day to day to Chicago, and to an even smaller part of the day's sales: members were left free to purchase grain already in Chicago from anyone at any price throughout the day. It applies only during a small part of the business day; members were left free to purchase during the sessions of the Board grain "to arrive," at any price, from members anywhere and from non-members anywhere except on the premises of the Board. It applied only to grain shipped to Chicago: members were left free to purchase at any price throughout the day from either members or non-members, grain "to arrive" at any other market. Country dealers and farmers had available in practically every part of the territory called tributary to Chicago some other market for grain "to arrive." Thus Missouri, Kansas, Nebraska and parts of Illinois are also tributary to St. Louis; Nebraska and Iowa, to Omaha; Minnesota, Iowa, South and North Dakota, to Minneapolis or Duluth; Wisconsin and parts of Iowa and Illinois, to Milwaukee; Ohio, Indiana and parts of Illinois, to Cincinnati; Indiana and parts of Illinois, to Louisville.

Third: The effects of the rule: As it applies to only a small part of the grain shipped to Chicago and to that only during a part of the business day and does not apply at all to grain shipped to other markets, the rule had no appreciable effect on general market prices; nor did it materially affect the total volume of grain coming to Chicago. But within the narrow limits of its operation the rule helped to improve market conditions thus:

(a) It created a public market for grain "to arrive." Before its adoption, bids were

made privately. Men had to buy and sell without adequate knowledge of actual market conditions. This was disadvantageous to all concerned, but particularly so to country dealers and farmers.

(b) It brought into the regular market hours of the Board sessions, more of the trading in grain "to arrive."

(c) It brought buyers and sellers into more direct relations; because on the Call they gathered together for a free and open interchange of bids and offers.

(d) It distributed the business in grain "to arrive" among a far larger number of Chicago receivers and commission merchants than had been the case there before.

(e) It increased the number of country dealers engaging in this branch of the business; supplied them more regularly with bids from Chicago; and also increased the number of bids received by them from competing markets.

(f) It eliminated risks necessarily incident to a private market, and thus enabled country dealers to do business on a smaller margin. In that way the rule made it possible for them to pay more to farmers without raising the price to consumers.

(g) It enabled country dealers to sell some grain to arrive which they would otherwise have been obliged either to ship to Chicago commission merchants or to sell for "future delivery."

(h) It enabled those grain merchants of Chicago who sell to millers and exporters, to trade on a smaller margin and by paying more for grain or selling it for less, to make the Chicago market more attractive for both shippers and buyers of grain.

(i) Incidentally it facilitated trading "to arrive" by enabling those engaged in these transactions to fulfil their contracts by tendering grain arriving at Chicago on any railroad, whereas formerly shipments had to be made over the particular railroad designated by the buyer.

The restraint imposed by the rule is less severe than that sustained in *Anderson v. United States*, 171 U. S. 604. Every board of trade and nearly every trade organization imposes some restraint upon the conduct of business by its members. Those relating to the hours in which business may be done are common; and they make a special appeal where, as here, they tend to shorten the working day or, at least, limit the period of most exacting activity. The decree of the District Court is reversed with directions to dismiss the bill. Reversed.

FOR MISBRANDING cottonseed meal shipped to Iowa, the label showing less ammonia, less nitrogen, less protein and more crude fiber than called for, the Tecumseh Oil & Cotton Co., Tecumseh, Okla., was fined \$150.

THE THREE GREAT FREEDOMS—freedom of person, freedom of opinion and speech, freedom of trade—have been suspended during the war. Each must be regained after the war is over. Without these no progress can be made in thought, action or government. Control was necessary in many lines, but control run mad, has taught men of every grade in the commercial and industrial world how beneficial and even priceless was the atmosphere of freedom.—A former president of the British Board of Trade.

COUNCIL of Grain Exchanges has been advised by the allied government grain buyers that it is absolutely essential that large amounts of dry corn fit for human consumption be shipped to the seaboard during the next three weeks. Terminal Elevator Grain Dealers Ass'n members have pledged the output of all their corn driers during the next three weeks. Council asks all members of all exchanges to do their share and to assist our own government. Members of the council are requested to desist from shipping any corn from their markets to domestic points during the next three weeks, unless they are especially requested or permitted to do so by the Food Administration. The request was generally to all exchanges. Do your duty. Be patriotic.—C. A. King & Co.

*There is an exception as to future sales not here material.

Missouri Dealers Meet at St. Louis

The 4th annual convention of the Missouri Grain Dealers Ass'n was held Feb. 26 and 27 in the Planters Hotel, St. Louis. The opening session was called to order by Pres. J. L. Frederick, St. Joseph, at 11 a. m., Tuesday, and after the invocation the address of welcome was delivered by Charles H. Daues, city counsellor of St. Louis, who spoke on behalf of Mayor Henry W. Kiel. Mr. Daues said:

"In this meeting you should make it plain that the grain dealer is not reaping a war profit; but that he is doing very well to keep alive. If it were not for you our case would be hopeless, and you should make plain to the public the position which you occupy between producer and consumer, so that those who do not now understand the work you perform may learn of it correctly."

John O. Ballard, pres. of the St. Louis Merchants Exchange, welcomed the dealers on behalf of that body, saying:

"When we met one year ago at St. Joseph no one could have foreseen the revolution that has come in the grain trade and the control which has been exercised has been a great hardship to St. Louis because our territory has been cut down to almost nothing."

"Criticisms that have been thrown at the grain trade have not been wholly just. Only last year we saw severe criticism of grain exchanges because of the prevailing high prices, yet the advance was due to buying by the Allies and to agitation on the part of certain people in Washington who cried famine and scared the people into hoarding. The Merchants Exchange has adopted resolutions commending Mr. Hoover's work and protesting against a higher price on wheat."

"A number of us have looked with anxiety on the changed conditions and on the authority taken by the Food Administration, altho we realize that many of the steps were necessary. We feel that the grain trade should be kept intact. Mr. Hoover has made the statement that it is not his intention to interfere with grain moving in the present channels any more than is necessary, and we should see that that promise is kept."

The response on behalf of the Ass'n was made by Pres. Frederick.

Sec'y D. L. Boyer, Mexico, read his annual report, from which we take the following:

Secretary's Report.

The year 1917 will go down in history as being the hardest and most trying year the grain and milling trade of this country has ever had to witness or ever wants to experience again, but if we are honest with ourselves, we cannot help from admitting that it looks like our darkest period is yet to come.

The past seven months have been so full of trials and troubles that the average man is just beginning to be able to come up for air and to realize the whys and wherefores of our changed conditions.

More legislation vitally affecting the grain trade has been enacted in the past year than during the entire preceding decade, such as special taxes and duties, price standardizations, income taxes, excess profits, interstate commerce, food regulations and control of raw materials and on top of these Congress is now considering further regulation and control that is of even more importance than any of the above mentioned things.

Rules and Restrictions.—The grain trade is now operating under rules and restric-

tions that have seemed at times almost unbearable, but thru it all they have shown a spirit of sacrifice that could only be inspired by a sincere desire to help the country in any way possible and by laying aside all thought of personal gain or ambitions.

We have not heard of a single instance of any of our members willfully violating any of the instructions of the Food Administration and where there have been any neglect or seeming abuse on the part of the trade it has been traced to a lack of understanding of the instructions.

The Effect on the Association.—The chaotic conditions have to a certain extent been a benefit to the Ass'n as they have forced some of the grain trade to wake up to the need of organization such as ours and we have had the pleasure of receiving 51 applications for membership since our last annual meeting.

This is, however, a very small per cent of the eligible grain dealers and millers of this state who as yet have not joined with us in our work and we sincerely hope that they will in the very near future give this matter due consideration and decide to join with us in sharing our burdens along with our profits.

Other Problems.—While a great part of our time is being taken by the Food Administration, we must not lose sight of the other knotty problems that we have had to handle, as some of them are still hanging fire. During the early part of last year the present uniform wheat grades were put into effect and as soon as we received them we started holding conferences and local meetings where they were discussed thoroly by the trade and pretty good understanding was obtained of the new rules by this method. Since that time the Dept. of Agriculture has held meetings over the country, getting the trade's impression of the grades for the purpose of changing any of the regulations in case the bulk of the trade felt that they were too exacting. The Ass'n was represented at the Chicago and St. Louis hearings. We have had other matters to consider such as the Missouri Feed Law and the Loss and Damage Claims hearing, which was held in Chicago in September.

There is one other problem that is certainly worthy of mention and that is the corn and car situation. Most of you are familiar with our recent efforts in regard to the car situation and the results that we have obtained.

Work for the Coming Year.—Our business during 1918 will be dominated by the war and our efforts will be expended towards a speedy termination of the same.

The difficulties of forecasting trade conditions in normal times are now accentuated by the greatest military venture the United States has ever entered upon. At the present time we can only hope to anticipate some of the larger movements which will probably characterize the coming year. It is inevitable that cases of individual hardship will arise and curtailment of the production of non-essentials will naturally come as the production of war necessities increases. Our work will be to continue our loyalty to our government and to prove our loyalty to ourselves in the performance of our duty.

If there should be dissatisfaction concerning the present prices or the details relating to production or distribution of grain, production and deliveries must continue without interruption or decrease, leaving any questions at issue to be settled at a later date. So long as the attitude of those in control of governmental affairs towards producers remains as it is at present, it must be the effort, as it will be the pleasure, of every one of the latter to do his part unselfishly, whole heartedly and constantly. Our work for 1918 can have but one object—the winning of the war.

W. W. Pollock, Mexico, presented his annual report as treas., showing the following excellent financial condition:

Treasurer's Report.

Receipts.

Balance Jan. 29, 1917.....	\$ 526.97
Dues Collected.....	3,446.50
Advertising Collected.....	2,526.20
Miscellaneous Collections.....	44.14
Total.....	\$6,543.81

Expenditures.

Sec'y's Salary.....	\$1,625.00
Balance Due Former Sec'y.....	117.20
Paid on old accounts.....	622.56
Stenographer's Salary.....	372.00
Sec'y's Traveling Expense.....	806.63
Convention Expense.....	226.33
Printing 1917 directory.....	262.32
Rent, Postage, Printing and Office Supplies.....	851.59
Total.....	\$4,883.63

Balance Feb. 26, 1918.....\$1,660.18

Pres. Frederick announced the appointment of the following com'tes:

Resolutions: J. J. Culp, Warrensburg; Chas. Geiger, St. Joseph; Tom Teasdale, St. Louis.

Auditing: A. C. Harter, Sedalia; F. W. Eggers, Hermann; D. B. Kevil, Sikes-ton.

Nominations: W. W. Pollock, Mexico; Cecil Wayland, Carrollton; Erich Picker, St. Louis; O. Wooldridge, St. Louis; A. C. Harter, Sedalia.

The convention adjourned for lunch-eon.

Tuesday Afternoon Session.

Pres. Frederick called the meeting to order at 2:30 p. m. and introduced E. C. Eikenberry, Camden, O., pres. of the Grain Dealers National Ass'n, who read an address on "The Organized Grain Trade and The War." Mr. Eikenberry said:

The Organized Grain Trade and the War.

The government of the United States to-day, thru the operation of a government-owned corporation and by absolute direction of transportation, controls the traffic in grain.

Dictation as to manner, amount and direction of distribution has become more nearly absolute as the season has advanced. Facilities remain, ostensibly, in private control; in reality the manner of their operation is so restricted by limitations on methods of handling and marketing, that they have assumed the status of public utilities and depend for remuneration of their operators on a margin more or less closely limited by government arrangement. The priority given the rights of wheat over other grains limits almost as severely the traffic in coarse grains. These drastic regulations imposed so suddenly as to allow a minimum of time for adjustment, naturally threw the trade into confusion and there arose in many quarters resentment engendered by the seeming invasion of the rights of the industry.

We are a free people and somewhat stiff-necked, clinging tenaciously to our rights and unaccustomed to discipline. Organization was our first weapon; formerly it was almost irresistible, but now even this potent instrument failed to make the usual impression.

Let us also bear in mind that war is supreme and that military necessity is its iron heel. Before its dictates corporate rights vanish and individual interests cease to exist. A nation determined on war knows no limits; has knowledge of no other business; all other concerns are subordinate. War is without pity, it is humanity perverted, a passion that does not respect home and children, that exacts blood and treasure; will it pause to consider the prosperity of individual business or respect the square deal as to concessions allowed industries?

Even Congress itself struggles futilely, striving to retain the power which it feels slipping away. All to no avail, the necessities are stronger than constitutional guarantees or the accumulated traditions of centuries. Legislation derives its impulses from the executive, while military necessity dictates its course. Attempt to influence the course of legislation is useless unless it can be demonstrated that changes sought promote war efficiency. All argument and representation must refer to the furtherance of the supreme effort.

The chairman of the Legislative Com'te of the Grain Dealers National Ass'n was in Washington at the time of the introduction into Congress of the food control measure known as the Lever bill. The bill was referred to the House Com'te on

Agriculture and among the earliest witnesses at the hearings which followed were representatives of the National Ass'n. No precedent guided them and you will again bear in mind that this legislation could not be approached in the same attitude as in normal times. Details could not be suggested, conditions denied extended criticism and demanded a pledge of loyalty and co-operation regardless of the regulations finally to be imposed. Clearly all non-essential parts of the machinery of food-stuffs distribution was to be discarded.

It is undeniable that the method of control and distribution exercised by the Food Administration has in many instances resulted in limiting the use of the physical equipment for the handling of grain to a point at which revenues have failed to meet overhead expenses and in others restrictions have been so drastic as to preclude the extraction of a profit in the course of operation. But nevertheless their use is preserved and the close of the war will find the channels of grain movement leading thru and not around them.

It has been asserted that in some sections and in some branches of the business dire injury has resulted with no compensatory public benefit, but I do know that when the history of this war is written the grain trade will be astonished to find how nearly every detail of the method of control of the distribution of the wheat of the crop of 1917 was suggested by grain men themselves and a revelation of the patriotic sacrifice involved and the actual financial loss voluntarily assumed by men within the trade will put to shame other individuals, who have most lustily bemoaned the inconveniences to which they have been subjected and who have made of their losses public complaint. So bear in mind that there are practical grain men of wide experience who urged the adoption of the present system of food control, believing, and honestly believing, that the adoption of this plan was imperatively demanded and who knew at the same time that its adoption means to themselves sure loss of business and finance. Willingly, they despoiled their own business.

It was inevitable that brokers, commission merchants and track buyers, depending for their business on the traffic in wheat should be deprived of much of the business normally passing thru their hands. These men are market specialists and as such have a place and a perfectly legitimate place in distribution of grain under a normal movement when grain is seeking direction from primary markets. But the assumption of distribution by an external agency frees the primary merchant entirely from market seeking and disassociates him from the use of the factor on whom he had previously relied to secure a market for his grain.

Let us be fair and not expect human organization to perform the impossible. Just as surely fixed prices removed the hazard of wheat ownership and rendered unnecessary future trading as conducted on the grain exchanges. Understanding the situation no firm which hitherto earned its revenue by transactions in wheat futures and which by this measure is deprived possibly of its existence, would hold

to blame its trade organization for an action of the government, taken purely as a war measure and which by no means could be averted.

Price Fixing.—We do not seek to justify the principle of commodity price fixing, but measures were adopted to meet imperious demands and necessities that could not be denied. We must, at least, credit those in authority with conscientious action to meet a situation that was imperative in its call for immediate and drastic methods for relief.

He who asserts that war legislation is as susceptible to influence by affected interests as legislation to similar influence in time of peace is either ignorant or willfully blind to facts which he knows to be true.

The Grain Dealers National Ass'n has left undone nothing that might mitigate the severity of the regulations imposed since the beginning of the war. It has judiciously presented opinions and advice and has no apologies to offer for seeming paucity of results. The government has at its request carefully investigated grievances and inequalities, sometimes to correct and sometimes to ignore them. However, it has never found a suggestion ignored when compliance was clearly shown to be in line with public policy, but it has never made material progress in an effort to have continued the use of agencies that were not absolutely necessary, nor has it in a single instance secured the reinstatement in use of a single agency that previously had been discarded as useless under the war conditions.

Have Lost Our Rights.—The framers of our government gave all power to the citizen, by him to be wielded; the rights of the individual were paramount and the political system responded delicately to public demand. It was the cherished right of every citizen to be heard and he relied on the government to protect his every interest so long as it was legitimate. But I fear we are slow to realize that by one turn of the wheel we temporarily have lost these cherished rights.

No great organization of industry can endure prostitution of its influence to protect the private interests of any one of its members, nor will honor permit the attempt so to pervert its functions.

We cannot presume to become dictators of the terms of policies and plans. No single industry is sufficiently important to make an attempt at dictation under present conditions and at the same time fail to bring disrepute and ridicule upon itself and close all avenues of constructive helpfulness and co-operation.

The grain trade is too conspicuous and is too important a factor in the national business organization to prove a "slacker" in any manner, either directly or indirectly, or by indirection. In active, earnest, honest and substantial support of the government during the war, the organized trade must not suffer by comparison with any other industry and, however extended the struggle, its determination must endure and it will find its finest service and most substantial aid to consist in co-operating in holding a solid line of business behind the lines of our army and navy until the last Hun is vanquished and peace is restored.

Charles Quinn, Toledo, O., sec'y of the Grain Dealers National Ass'n, followed Mr. Eikenberry and gave a synopsis of some of the problems that confront the trade. From his address we take the following:

All your knowledge of the grain business before we went into the war does not amount to anything now. You are confronted with a situation such as the people of this country have not met since 1861 and we hope to God we will never meet again.

I am from Canada. I was born there. My mother lives there and my sister. On the 7th of last November one of my nephews was killed; the day following another was killed. My brother is back in Canada from shell shock. I go there every fall to visit my aged mother. In Canada, my friends, there is no such thing as ice-cream socials and dances; in Canada when night comes everyone goes to bed, and these are the things that will strike you people in Missouri if this war continues for two or three years.

The warehouse commissioners of Minnesota and others have gone to Washington and they are endeavoring to get the influence from Senators and Congressmen to enact an amendment to the Grain Standard Act—to change Section 2 of Part B of the act, the remainder of the act to remain as it was. It states that there shall be a Board appointed by the Governors of each state that produces one hundred million bushels of grain per annum. In other words it lodges the standard in the hands of the politicians.

Grain standards, if these things become a law, will cease to be based on knowledge or science but based entirely on the wishes and whims of the politicians composing this board.

The Government recently under Sec'y McAdoo decided to cut out the reconignment privilege. They would simply refuse reconignment under any conditions. Our Ass'n has had this up with the Government and it is willing to modify it where there is an inspection point. For example, the man shipping to Cedar Rapids, Ia., to the Quaker Oats, you know many times these people buy from the country shippers with the understanding that what they do not want can be shipped on to Chicago, and the Government has decided that in such case the grain can be reconsigned on further to any place where they have inspection.

A great many of our members feel, those who are comparatively wealthy and who have terminal houses and houses at diversion points, that the competition is not altogether fair between them and the man who rents a little room or store place and has a stenographer at \$10 per week.

P. P. Lewis, pres. of the Missouri State Board of Agriculture, explained the work which the Board is doing to increase the production of the various grain crops.

The report of the com'te on nominations was read by W. W. Pollock, chairman, and the following officers were unanimously elected for the coming year:

Officers Missouri Grain Dealers Ass'n.



Front Row, left to right—Cecil Wayland, Car rollton, director; W. W. Pollock, Mexico, treas.; J. L. Frederick, St. Joseph, pres.; J. J. Culp, Warrensburg, director; D. L. Boyer, St. Joseph, sec'y.
Back Row, left to right—J. S. Klingenberg, Concordia, vice pres.; F. W. Eggers, Hermann, director; S. R. Carter, Hannibal, director.

Pres., J. L. Frederick, St. Joseph; vice-pres., J. S. Klingenberg, Concordia; treas., W. W. Pollock, Mexico; directors, A. C. Harter, Sedalia; D. B. Kevil, Sikes-ton; F. W. Eggers, Hermann; J. W. Boyd, Joplin; S. R. Carter, Hannibal.

In thanking the Ass'n for the honor it had conferred upon him, Pres. Frederick asked that a great effort be made by every member to secure the application of at least one dealer for membership in the Ass'n.

W. W. Pollock was called on for a speech, and he said:

"Any dealer can go to his banker and talk with him and make arrangements to do the same work we are doing at Mexico in making our service a little more effective in winning the war. The banker advances money to farmers for use in buying seed wheat and fertilizer, and the grain dealer guarantees the payment of the note to the bank. Of course the banker secures himself and the dealer in other ways as well as he can, and so far not one cent has been lost. We are shipping in corn for seed and furnishing it at as near cost as possible. The seed is tested and 97% to 98% of it shows good germination. Labor is not a problem as serious as we expected as farmers are doing their best in the work."

A. C. Harter: The Ass'n does not show enuf team work. We need more members, and the members should be a little selfish and help those who help the Ass'n.

Cecil Wayland, Carrollton: We, as members, should pledge ourselves to favor millers and commission men who also are members.

Pres. Frederick: That would bring results, but we dare not do it.

Wednesday Morning Session.

The third session of the convention was called to order by the pres. at 11 a. m. and Wm. P. Carroll, Chicago, Federal Grain Supervisor, was introduced. Mr. Carroll spoke on "Uniform Grades and Their Administration," saying:

Uniform Grades.

For commercial convenience a system of classification was evolved throughout the United States, the purpose of which was to simplify the different factors affecting the quality of grain by combining them into correlated groups called grades. This arrangement was desirable and in truth a necessity in order to buy and sell before the grain was available or at hand to buy and sell by sample. Unfortunately, in the evolution of these standards, different grain exchanges and state organizations had their own particular set of standards, which resulted in grades in one place having little resemblance to similar named grades in another place. The grain trade endeavored to correct this undesirable and confusing situation, but after a number of years of very earnest effort the trade finally shifted the task of establishing uniform grain standards as well as the responsibility for their enforcement upon the U. S. Dep't of Agriculture. The legislation granting the authority to the Dep't for this very important work is found in the Grain Standards Act of Aug. 11, 1916. In a brief and general way this Act may be summarized as having two purposes; first, the establishment of federal standards and, second, the enforcement of the federal grain standards. At this time there are standards for only shelled corn and wheat.

Under the authority of this Act, the corn standards were established Dec. 1, 1916. These are very similar to those established July 1, 1914, under what was then known as the Grain Standardization project. In consequence of having had over 2 years' experience with those standards most persons interested in commercial grain were thoroughly familiar with the present corn standards on account of their similarity when they became effective a year ago last December.

The winter wheat standards became effective July 1, 1917. The striking differ-

ence between the federal standards for wheat and those formerly in use is the adoption of the dockage system. This system, however, was used heretofore to some extent in some winter wheat communities and was in almost universal use in spring wheat sections and whenever the dockage was assessed correctly the system gave general satisfaction. When the dockage system became effective last summer, however, there was some misunderstanding about how the dockage should be determined. This was largely due to the practice being new and not fully understood. It also was found that some who were attempting to determine the dockage did not have the proper conception of the procedure. However, it is now gratifying to note that since the trade and inspection departments are becoming more familiar with the system and proper methods for docking are now employed, there is less and less complaint. When it is realized that under the old standards good wheat was penalized in grade with a consequent discount in price, because the wheat contained some foreign material, it is generally conceded to be more equitable to grade the wheat on its own actual quality and disregard the separable foreign matter in so far as it influences the grade.

There are now 5 numerical grades for wheat in the federal standards whereas under the old standards there were only 4 grades, with practically the same range in quality in both standards. It should also be remembered that the weight per bushel is now made on the clean wheat instead of the grain as it comes from the threshing machine. On account of the increase in the number of grades covering the same range in quality each numerical grade of the federal standards in consequence of that fact is better in quality than the same designated numerical grade under the old standards.

Moisture was not specifically mentioned under the old standards, nevertheless such terms as "dry" and "reasonably dry" were used, demonstrating that this important factor was then considered in the grading of wheat. A number of years of careful investigation throughout the country showed that a range from about 9% to 15% of moisture would include a very large percentage of any wheat crop, excepting the 1915 crop when the moisture was much in excess of 15%.

Grain merchants and producers of grain should not be unmindful that when purchasing by grade, the prices offered are based upon the lowest quality of grain that may be deliverable for that grade. If the range in the quality of a certain grade is wide, the price offered will not be the true value if the better quality in that grade is delivered. The more numerous the grades covering a given range in quality, the smaller will be the range in value within any given grade. This may be illustrated as follows: Suppose the range in value between the best grain and the poorest grain of a crop deliverable in the numerical grades is 30c. Now, if there were but 2 numerical grades, this range in value would be 15c in each grade; if there were 3 grades the range would be 10c; if there were 4 grades the range would be 7½c; if there were 5 grades the range would be 6c; and if there were 6 grades the range would be 5c. This arrangement also reduces the consequent discounts if the grain delivered fails to conform to the grade contracted. However, on account of the difficulty in securing proper apparatus and the injection of an undue amount of complications, it is impractical to draw a closer distinction in quality and condition by increasing the number of grades than are now in use.

Changes in the Standards will be found necessary from time to time, but these changes cannot become effective until after 90 days' public notice has been given. As has been the practice in the past, the policy of the Dep't of Agriculture will be to take the public into its councils to learn its needs and to adopt whatever suggestions appear equitable for all concerned. The Dep't has recently concluded a series of hearings on proposed changes in the present standards and careful consideration is now being given to all the suggestions submitted by the producers and the trade before any changes in the standards will be published.

For the enforcement of the grain standards Act the United States is divided into 35 districts, each under the charge of a grain supervisor. The inspectors in each district are licensed and make their daily and monthly reports to the local office of Federal Grain Supervision. It is the duty of the grain supervisor to assist the licensed inspector in the proper interpretation of the standards. It is also the super-

visor's duty to notify the inspector when he is too lax and when he is too stringent in his grading, and following in the same spirit of co-operation and consideration, the supervisor should commend the inspector when he is properly and efficiently performing his work.

The work of each grain supervisor resolves itself into two main purposes. One of these is to bring about uniformity and accurate grading in a broad way. By this is meant that a high degree of efficiency will be the aim but will not necessarily mean that every grade is absolutely correct. If efficiency can be attained, a great benefit will have been accomplished for the trade. The second purpose of a grain supervisor is to rectify individual and specific cases of misgrading where the interested party calls the attention of the supervisor in the proper prescribed manner.

As the Act now stands, no appeal from the grade of a licensed inspector may be taken to a grain supervisor unless the grain referred to is involved in an interstate transaction. When the average layman first reads this regulation he will probably conclude that the filing of an appeal is a perplexing and burdensome task. However, in actual practice the filing of appeals is very simple. The appellant merely has to show that it is an interstate transaction, showing the point of shipment and the destination, names and addresses of the parties interested, location and identity of the grain, a certified check for \$5 and the grade certificate. This, however must be done within 48 hours from the time of inspection, before the grain has left the place of inspection, and before the identity of the grain has been lost.

All complaints regarding appeals or cases of misgrading should be filed promptly with the supervisor of the district in which the grain is located. During the past season numerous complaints were made to supervisors by shippers citing instances of misgrading of their grain weeks after the grain had been unloaded and its identity had been lost. It can be readily understood how hopeless it would be to ascertain the real facts in such cases. If the shippers or receivers feel that they have a grievance they should file their complaints immediately and they will be assured of prompt and proper attention.

It is the wish of the Dep't of Agriculture to work in a spirit of co-operation and helpfulness with the trade and inspectors for the main purpose of obtaining uniform and accurate grading, and all efforts pertaining to that end will be appreciated by those having to do with the enforcement of the grain standards Act.

At the conclusion of his address Mr. Carroll offered to answer to the best of his ability any questions that the dealers might care to ask and some time was given to discussion.

Mr. Carroll made it plain that wheat should not be docked unless it contains foreign material, as the presence of shriveled and cracked grains of wheat is not, of itself, a cause for assessing dockage.

J. J. Culp: I think the dockage system is the best thing ever done for or by grain dealers. Three or four years ago we bot screens and in a crude way applied the dockage principle. When the grades were made effective we followed them, and out of 32 cars of wheat we have shipped this year not one failed to grade as we expected it to grade. Dockage is the stuff the farmer should keep on the farm and use for feed. If he don't do it, put in a cleaner and keep the dockage at the elevator. That is what we did, and it is the reason we were not docked. We sold the dockage back to the farmers, getting a price ranging from \$2 per wagon load to \$1 per 100 lbs. The dealer should send clean wheat to market. Wheat with 44% of chaff has been delivered to our town. Nobody can look at it and tell what it is worth. The thrasher can take most of it out if he is made to do so. We take samples of carloads shipped by taking grain from the stream at the spout. This is spread on a table and cut into sections like a checker board, sections being taken out here and there to get a sample for grading.

C. A. Morton, St. Louis: It has been advocated that the dockage system be changed to make breaks of 1% and not of ½%. I hope that this will be done, as it is not possible always to ascertain dockage correctly within ½ of 1%.

The report of the auditing com'te was announced by A. C. Harter, chairman, who reported that the books had been found correct and in agreement.

C. A. Morton read the report of the transportation com'te, in which the year's activities were reviewed.

E. B. Hitchcock, Decatur, Ill., sec'y of the Illinois Grain Dealers Ass'n, was asked to tell of the work of his Ass'n in connection with loss and damage claims. Mr. Hitchcock said:

Loss and Damage Claims.

Two years ago a very plausible representative of the railroads presented himself at my office and said the railroads wanted to get together with the shippers on the matter of loss and damage claims. I thought that a very remarkable state of affairs and that it should not go by default. This gentleman asked that we submit a brief from the shippers against the railroads of Illinois. Our attorney drew up a brief and told the railroads just what was the matter. We thought the time had come for the shippers to co-operate with the railroads instead of fighting the railroads; that we were very closely related; that after all the country shipping station was only a point of transit, a very important factor in the railroad business, and it was high time the railroads appreciated us a little more and made some allowance for our claims.

The reason for the bad blood existing between the shippers and carriers was primarily this matter of claims and adjustments. The Illinois railroads appointed a com'te to confer with us. That com'te conferred and conferred and conferred—I think we had six conferences at our own expense. We engaged our attorneys at some expense. We met with them time and time again, and were sure that the railroads of Illinois and the railroads of the United States wanted to get right with the shipper and work with the shipper. When we came down to cold facts and asked for a decision on our offer for an agreement for the payment of claims, there was some beautiful stalling, it was the best exhibition of stalling I have ever seen.

Two years ago Mr. Maegley was with us and he then made the basis for the stalls which he put up all through the piece. At our last conference in December we were pretty close together. We were prepared to put in a general scale inspection and to engage in a missionary enterprise with our membership to bring up our scales to a better condition than they had been in the past. Mr. Maegley came to that conference with a mass of information a foot high and he proceeded to show us the discrepancies between elevator weight and terminal market weight—and we said: "Mr. Maegley, we know it, we admit it, there is no doubt a discrepancy but let us try to get down to this question."

The railroads had always said the Interstate Commerce Commission would permit no agreements for the payment of claims. Just before this last famous session the Interstate Commerce Commission had made its finding in this case No. 9009, so when Mr. Maegley sprang this mass of data on us, which he had been collecting for months past, we said to Mr. Maegley: "You told us the Interstate Commerce Commission would allow no such agreement, now the Interstate Commerce Commission comes out and quotes the agreement we submitted to you. Let us submit this as a tentative agreement between the shippers of Illinois and the railroads of Illinois."

The railroad representatives then adjourned for conference. They came back in about an hour and they said they were unable to act for the railroads of Illinois and that after all this was an interstate question and not an intrastate question and any action taken by the railroads of Illinois could not possibly be binding on the railroads of the United States.

They agreed, however, to have an early conference in 1918 when they would submit a proposition to the Interstate Commerce Commission for its approval. We have not yet been called together to hear their counter proposition—and gentlemen

I do not believe we will ever be. The hope of the grain trade getting a solution for this loss and damage problem, which is the most vexing problem the country shipper faces because he is powerless, he cannot do anything, he is at the mercy of the Freight Claim Agent. The only hope you have is in this conference which Mr. Goemann has called for Mar. 14th—and I seriously hope you will join Illinois and the other State Ass'ns in that conference. Let us present to the railroads of the United States an agreement for the approval of the Interstate Commerce Commission. Then, and then only, will we get anything.

The report of the resolutions com'te was read by Sec'y Boyer. The resolutions adopted at the Buffalo convention of the Grain Dealers National Ass'n relating to food control were re-adopted. The report also included the following resolution, which was adopted:

The convention adjourned for luncheon.

Oppose Amending Grain Standards Act.

WHEREAS, There has been introduced in the 65th Congress, second session, H. R. 10105, a bill to amend section No. 2 of part "B" of the act entitled, "an act making appropriations for the Dept. of Agri. for the fiscal year ending June 30th, 1917, and for other purposes," approved Aug. 11th, 1916, known as the United States Grain Standards Act; and

WHEREAS, This act, if approved by Congress, would vitiate the work of this Ass'n, in its effort to secure uniform Grain Standards for this Country, by removing from the Sec'y of Agri. the authority to determine the said Standards, and placing such authority in the hands of a Federal Grain Standards Board composed of political appointees;

RESOLVED, That the Missouri Grain Dealers' Ass'n in Convention assembled, hereby declare its opposition to the passage of H. R. 10105, and deplores any effort in any manner to change the plan of the administration of the said act.

Wednesday Afternoon Session.

Pres. Frederick called the convention to order at 1:30 p. m., and introduced Edw. M. Flesh, St. Louis, 2nd vice-pres. of the Food Administration Grain Corporation, who spoke briefly on the work of his office, after which he signified his willingness to answer questions which the dealers might desire to ask.

Mr. Culp: In my town there is an elevator which has been in business for 30 years and a mill that is equally well established. Business has been done satisfactorily in the past. The fixed price at our station figures \$2.0732. The miller said he would pay farmers \$2.07; the grain man cannot do this. What recourse has he?

Mr. Flesh: The miller *must* pay the fixed price less freight to the terminal, less 1c. He is *asked* to deduct a fair margin of profit in order that the grain dealer may have an opportunity to make such a profit on the grain he buys.

Mr. Culp: Where should complaints of violations go?

Mr. Flesh: To my office.

Mr. Culp: I have written you and Mr. Barnes, but I did not get the satisfactory answer you just gave me.

Mr. Flesh: The Food Administration expects a living profit to be made by the grain dealer. He can make wheat better in grade by handling it, and that will give him an advantage, altho he can't make unreasonable profits. The grain dealer should have 4c or 5c per bu. I expect modifications to be made to some of the rulings before the new crop moves. The Administration appreciates your hardships; you have shown willingness to co-operate. This is a revolution in the trade, and as we get further into it we must make even more sacrifices. We want to make the burden as light as we can, and our troubles are getting lighter. Questions which are bothering you now

will bother more as the new crop begins to move. We will have a meeting of the zone managers next month, and I will take with me the suggestions you make to me. In my mind the grain trade has suffered more than any other, and the Food Administrator knows that. We try to interpret the questions which come to us, and many of them hit severely.

Many of the rulings now in effect would not be stood for except for the war, but we must win. We have been lenient, but in the future we will be more severe. We will ask for the revocation of the licenses of those dealers who violate the rules. The Food Administration is part of the government and its rulings must be obeyed.

Mr. Quinn: What might the Food Administration do if the coming crop of coarse grains (corn and oats) is short? I understand that figures recently compiled show corn prices for 20 years before the war to have been about 2-3 that of wheat, while the price of oats was ½ that of wheat. Thus, \$1 wheat meant 67c corn and 34c oats, or thereabout. If the 1918 crop of these grains is light, what will be the attitude of the Administration?

Mr. Flesh: There is no fixed price on wheat. The price is stabilized because one buyer is in control. We have no authority to fix corn and oats prices.

At the request of Pres. Frederick, Mr. Flesh introduced Dr. L. A. Fitz, of the Bureau of Chemistry, U. S. Dep't of Agriculture, who spoke on "Grain Dust Explosions and their Causes."

Dr. Fitz reviewed some of the reasons why the Dep't had undertaken the study of dust explosions, and he said that many men, after having seen the demonstration, had confessed to having done things in their elevator which would never be done again.

A series of stereopticon slides, showing the havoc wrought by dust explosions in various plants, were shown. Afterward Prof. C. O. Swanson, of the Kansas State Agricultural College, Manhattan, Kan., gave a demonstration of dust explosions by producing the explosions in a special apparatus which he had provided for the purpose.

When asked what suggestions he would have to make for the prevention of dust explosions in elevators, Prof. Swanson said that, first of all, the dust should be removed as rapidly as possible; that it should not be permitted to lodge on boards and shelves, because when this is permitted it remains in the position in which it falls, there to await a disturbance which will cause it to become suspended in the air, when a spark or flame will cause it to explode; that sparks and open flames should be eliminated in elevators; and that continuous passages, such as conveyor galleries, should be eliminated or fitted with gates that will close automatically in the presence of fire, as it is thru such passages that dust explosions frequently are communicated from one portion of the plant to another.

At the conclusion of the demonstration the convention adjourned *sine die*.

The Merchants Exchange Dinner.

An informal dinner was given the dealers by the members of the Merchants Exchange on Tuesday evening at which John O. Ballard, pres. of the Exchange, acted as toastmaster.

The guests were entertained by popular and patriotic music rendered by an orchestra of several pieces, and at the conclusion of the dinner Toastmaster Ballard introduced J. Ralph Pickell, who

delivered his lecture on "Looping the World in War Time."

Convention Notes.

E. N. Williams, of Henderson, spoke for Kentucky and Liberty Mills.

J. T. Peterson, inspector for the Grain Dealers Fire Insurance Co., was looking for new risks.

St. Joseph was represented by Chas. A. Geiger, J. A. Gunnell and J. L. Frederick. From far away Utah came David Holmgren, mgr. for the Farmers Cash Union, of Tremonton.

Kansas City men present were B. S. Frederick, J. F. McElvain, H. P. Seward, E. H. Sullivan and F. O. Zimmerman.

The Old Colony Club rooms at the Planters Hotel were opened to the dealers by the resident manager.

Oklahoma representatives were Wm. (same old Bill) Randels, of Enid, and E. V. Mashburn, of Shawnee.

State agricultural college men present were J. C. Hackleman, of Columbia, Mo., and C. O. Swanson and L. A. Fitz, of Manhattan, Kan.

Each dealer present was presented with a circular on "How to Test Seed Corn," issued by the agricultural extension service of the Missouri College of Agriculture.

The U. S. Dep't of Agriculture was represented by E. A. Logan, Missouri Field Agt., Columbia; Philip Rothrock, Federal Supervisor, St. Louis; and W. P. Carroll, Federal Supervisor, Chicago. Machinery and supply men who came were W. C. Peake, Kansas City, mgr. for the Howe Scale Co.; W. B. Sutton, of the Huntley Mfg. Co.; and N. C. Webster, Chicago, mgr. for the Richardson Scale Co.

Can George Harsh sing? Well, now, a good way to get an answer to that question is to ask some one who was present at the banquet. It may be, however, that the person questioned will answer something about George not going good until the 6th rendition.

The Grain Dealers Fire Insurance Co. furnished the identification badges, and the registration was in charge of Edward Loesch, from the office of Eugene Smith, sec'y of the Merchants Exchange. Miss Norma Grafe, of the Klosterman-Patton Grain Co., and Miss Juanita Munster, of the Parrott-Day Co., assisted Mr. Loesch.

Missouri shippers included Geo. W. Arnold, Winfield; Ralph Carson, Charleston; A. B. Cloud, Fayette; H. E. Combs, Forest City; Jesse J. Culp, Warrensburg; R. C. Davis, Charleston; F. W. Eggers, Hermann; H. L. Everson, Forest City; A. C. Harter, Sedalia; Geo. R. Hutson, Charleston; D. B. Kevil, Sikeston; A. E. Klingenberg, Truesdale; J. S. Klingenberg, Concordia; Jas. L. Kreeger, Booneville; A. J. Mann, Montrose; E. Marheineke, St. Peters; H. Moser, Versailles; T. Miller, Brunswick; Ben Mitchem, Clinton; W. W. Pollock, Mexico; J. K. Quick, Dalton; Thomas Roach, Fortuna; James Sandboth, Martinsburg; J. H. Staley, Carthage; R. W. Taylor, Martinsburg; Alex. Verdott, Bonnotts; C. A. Wilder, Laddonia; Cecil Wayland, Carrollton.

LACK OF PHOSPHORUS in the soil causes the corn crop to hang around until all hours after it should have called in a day's work and matured and, being dilatory, it gets caught by the frost. This is the substance of a conclusion drawn by Eugene Davenport, of the University of Illinois. Corn, he holds, no longer can get sufficient phosphorus to mature quickly, unless this stimulant is added to the soil.

Shrinkage in Corn.

A study of shrinkage in corn weights, covering a period of eight years, has been made by the Ohio Agricultural Experiment Station, Wooster. This shows a loss in weight of about 10% from November until spring, and of 20% from November until August of the year following, following which date there is a slight increase in weight.

A bushel of 70 lb. well matured corn, the grain containing 25% moisture and the cobs 41½% moisture, valued at \$1 Nov. 1, would be worth, per bu., the following prices on the dates given: Dec. \$1.05; Jan. \$1.08; Feb. \$1.09; March \$1.10; April \$1.13; May \$1.19; June \$1.23; July \$1.24; August 1.26; Sept., 1.25; Oct., \$1.24.

Corn containing 30% moisture in the grain and 50% moisture in the cob shrank 29.2% from Nov. to Aug. If a bu. of this corn was worth \$1 Nov. 1, it would be worth \$1.05 in Dec.; 1.09 in Jan.; \$1.11 in Feb.; \$1.14 in March; \$1.22 in April; \$1.31 in May; \$1.31 in June; \$1.40 in July; \$1.41 in August; \$1.40 in Sept. and \$1.39 in Oct.

Prices are figured on the basis of the weight of the corn.

"COMMUNITY ELEVATOR" is the excellent name adopted by the Hartwell Ranch for its elevator at Hillview, Ill. Any elevator operator can adopt the same name with good effect.

PROTESTING against the Hoover method of dealing with the live stock producers the cattlemen at a meeting at Chicago, Mar. 8, adopted a resolution that instead of losing any more time trying to negotiate with a food administration that has lost the confidence of the live stock producers of the country they had decided to appeal directly to Congress to put not only the live stock industry but the farmers in general on a business basis for the balance of the war. That they shall ask Congress immediately to take steps at once to assure the live stock producers prices from this time forward based on absolute production costs for cattle, hogs, and sheep.



Lightning Rod Protection.

Lightning Rod Protection.

Experts and the man at the country elevator, whose structure towers above everything else on the landscape, are agreed that lightning rods are a most excellent thing. That is about as far as agreement goes at this time. With respect to weight, style, shape and method of installation, opinion differs widely.

Many elevator men have mastered the principles of protecting their building against lightning which have been reduced to this elemental basis: Get a metal conductor grounded in permanently moist earth and run it up over the outside of the building until it terminates in points on the highest part of the building. That is the method devised and used by John Moseman, manager of the Holmquist Grain & Lumber Co., Emerson, Neb. The principle he has perfected is applied to an ordinary elevator in the accompanying diagram.

Mr. Moseman proceeds in a methodical way to provide protection for the company's elevators. He puts metal rolls on all the ridges of cupola and lower parts as well. He then fashions a galvanized wire cable of two, three or four strands of ordinary galvanized telephone wire. One end of this cable is sunk into the ground a distance of 8 to 10 feet. A half to three quarter inch rod is used to make the hole. Water is used to soften the ground if it is hard. One end of the cable is pushed into the hole. The cable is then nailed to the building, near the corner, up to the eaves, and along the roof until the ridge is reached. The cable should be securely nailed and contact insured.

A good contact with the ridge rolls is essential. The cable is continued down the opposite side, over the cornice and the side of the elevator to the ground, where it is sunk to the same depth as at the start. The other end of the building is "rodded" in exactly the same manner.

This gives two complete cables over the house, fastened securely to the ridge roll on the cupola and grounded at the four corners of the house. Points are also made from the cable and these are nailed to the ridge roll and extend up 10 to 12 inches above it.

Mr. Moseman has been very successful with this method of protecting an elevator against the lightning hazard. Only one house has been struck by lightning, the current following the cable and with practically no harm to the house was conducted away. Mr. Moseman was in the house at the time and experienced no ill effect.

A variation is to carry the cable along the ridge roll to the diagonally opposite corner, thence down that corner to the ground. This insures better contact between the rods and the air terminals and relieves the ridge roll of part of its responsibility.

I HAVE RETIRED from the grain business, but if I should again enter the business about the first thing I would order would be the Grain Dealers Journal.—J. M. Hopkins.

GROSS EARNINGS of the Quaker Oats Co. were \$5,211,752, compared with \$3,991,313 in 1916. After deducting reserves for depreciation and for the common and preferred stock dividend, \$3,477,626 was carried to surplus account, making total surplus of \$10,547,945. Net earnings for the year were 52.65% on the \$8,250,000 of common stock, but there was no increase in dividends.

War Affecting the Grain Trade.

WHITE BEANS produced in California last year, about 30,000,000 lbs., have been commandeered by the government.

FLOUR MILLS operating in Kansas City Zone have been required to furnish the Food Administration with 1,000 tons of bran.

MILO MAIZE FLOUR is proposed as a substitute for wheat flour. A 48-lb. sack, milled at Liberal, Kans., has been shipped to President Wilson.

MEXICO will be permitted to buy wheat in Argentine. The government has lifted its embargo and wheat may be bought by any one that will furnish the ships to move it.

FRESH GRAIN may no longer be used for brewing in Great Britain. This declaration was made by Sir Gilbert Parker in the House of Commons on behalf of the food ministry.

ELEVATOR screenings are exempted from the provisions of the embargo on exports of goods from Canada to the United States to the value of \$100 or more except under special license.

FAILURE to make deliveries of rice sold last June was cause for the Food Administration revoking the license of H. P. Cox, grain dealer, of San Francisco, for the period of the war.

WHEAT OR AVIATORS is one of the questions up for consideration by the Italian government. Aviation camps are encroaching on the wheat fields threatening to reduce the wheat acreage this year.

INSTRUCTION in farm labor in camps in each state to be established and operated by the Secretary of War, is contemplated by a bill introduced in the Senate by Senator Jones, of Washington.

IRREGULAR practices by the Fort Worth, Tex., branch of the Weil-Zuckermann Co., of San Francisco, brought an order of suspension of that branch's work for March. Shipment of inferior goods was alleged.

GRINDING of grain in Italy has been placed under official control, mills to be authorized by the commissary general, good for one year, but revokable any time in case of abuse or failure to observe the rules.

WE do not see how many towns where mills have been ordered shut down will be able to get flour as millers are instructed not to seek new trade.—Frank E. C. Hawks, of Goshen Milling Co., Goshen, Ind.

LATE ADVICES on grain export tax of Argentine give the following schedule: Wheat, \$2.70; maize, \$1.34; linseed, \$1.15; oats, \$0.41. An agreement covering the sale of grain to the allies has been passed by parliament.

GRAIN shipments to Europe by the United States during February were 650,000 tons. The goal set was 800,000 tons. Conservation has enabled this country to ship 18,000,000 bus. above its normal exportable surplus.

AN ABSOLUTE embargo on all shipments of barley from the state of California has been announced by Food Administration thru R. A. Lewin, vice president of the Grain Corporation. An immediate survey of the barley supply situation will be made and should it disclose a sufficient supply of barley to provide for local needs and permit of shipments the embargo will be tilted, if not lifted entirely.

FRANCE had a wheat supply sufficient for three days only, the Food Administration reported March 4. Germany is better off for food than the allies, it is claimed. America must come to the rescue and furnish the breadstuffs needed.

A GRAIN import company, composed of Germans, Austrians and Hungarians, has been formed to handle the big stocks of grain in Black Sea harbors, estimated at 100,000 tons, as soon as commercial relations can be re-established with Russia.

WITH a cargo of 1,200 quarters of home grown wheat aboard a vessel plying between Sutton Bridge and Newcastle, England, was recently sunk by enemy activity. The vessel was used because inland transportation was insufficient.

WOOD FLOUR is now being tried out in a Vienna hospital. It is produced from beech wood. One part of wood flour and nine parts ordinary flour are used, the bread being prepared and baked in the usual way and is said to be pleasant and wholesome.

PRIVATE trading in wheat, corn, buckwheat, rye and oats is prohibited by a measure adopted by the French Chamber of Deputies Feb. 26. This restriction will be in force during the war and until after the harvesting of the first crop following the termination of the war.

VANCOUVER's first bulk grain shipment has reached a British port. The vessel was loaded with 100,000 bus. and made the voyage via the Panama canal. A. W. Alcock, of Winnipeg, Canada, accompanied the shipment and will report fully on condition of the test cargo at destination.

A REVOLVING grain export credit of \$50,000,000, established to finance grain shipments to Great Britain, is still in operation. Of this credit \$20,000,000 of acceptances issued, for which arrangements were made by the Corn Exchange Bank and its New York associates, have been paid.

LACK of railroad equipment has effectively tied up over 10,000,000 bus. of grain in Chicago elevators, about one-fourth of which is corn. This grain was bought for the allied nations by the Food Administration. Want of co-ordination between the Food Administration and the director of railroads is responsible for the delay in the movement.

IF THE government will insure the wheat crop of 1918 the Duluth Board of Trade believes the planting of a large acreage to wheat will be assured. If this action is not taken it is feared farmers will devote their lands to the production of coarse grains which are less subject to injury than is wheat. The plan will be submitted to government officials by a delegation consisting of F. C. VanDusen, John C. MacMillan, and John H. Rich, the latter chairman of the board of directors of the Federal Reserve Bank.

E. R. STETTINIUS, of J. P. Morgan & Co., has been appointed Surveyor-General of the army and will make all purchases for the five departments, ordnance, quartermaster, signal, engineer, and medical. He will assume his new duties at once and will have office in Washington. For a number of years Mr. Stettinius was a member of the Chicago Board of Trade, serving as wheat buyer for Logan & Bryan. He came there from St. Louis where he had been interested in the grain trade.

NO MORE contracts for wooden ships will be let at this time, declared James O. Heyworth of the wooden ship construction bureau when testifying before the Senate Commerce Com'te. This action was taken because of the shortage of big timbers and the railway congestion.

A TEMPORARY embargo on exports of corn was declared March 2 by the War Trade Board. Restricting the movement of corn, it is believed, will stimulate the movement of wheat from Argentine to American ports, and also enable this nation to supply Switzerland with the wheat that has been promised.

BARLEY must not be fed to live stock in England. A grower was prosecuted by a local food com'te and fined. It was explained in the House of Commons, when the question came up, that feeding barley to pigs was less economical than converting it into malt for brewing purposes. Value of barley for malting is 45, as against 15 as a feed.

DUTCH steamers in American ports are now free to sail, arrangements having been completed for exempting the vessels from requisition by the American government. Some of the vessels have been assigned to carry corn from Argentine for Belgium relief, others will carry wheat to the United States for milling here, the flour being available for domestic or export but the feed being retained exclusively for domestic use.

EACH commune in Italy is free to deal with its own food problems. Rome began the use of bread, macaroni and rice tickets Dec. 3; Milan was placed under general rationing Jan. 1. The bread ration varies from 250 grams to 500 grams a day for workers and 600 grams for soldiers. Residents of Milan are allowed 200 grams of butter and 400 grams of sugar. A hundred grams is the equivalent of about 3 ounces, giving a bread ration of 8 to 18 ounces a day.

PROFITS of 50 to 75c per barrel are allowed to wholesalers of flour by the U. S. Food Administration in bulletin No. 621, issued Feb. 2. Retailers are allowed a profit of 80c to \$1 per barrel in original mill packages. On the wheat, 4½ bus., in the barrel, the retailer gets a profit of 20 cents a bushel. Does the F. A. allow the grain dealer a profit of 20c per bushel on the wheat?

WILLIAM DENMAN, former chairman of the Shipping Board, appearing before the Senate Commerce Com'te predicted that submarines and mines would cost the allies 6,000,000 tons of shipping in 1918 and declared that all statements that 7,000,000 tons of shipping could be built was a "mere scientific dream." He thought it would require 3,000,000 to 4,000,000 tons of shipping to carry American troops and their supplies to Europe. This country cannot afford to miss the opportunity of adding a single wooden vessel to the merchant marine service, he declared.

ALL FLOUR mills of France have been placed under the supervision of the Minister of Agriculture and Food Supply. All cereals are subject to requisition by the government with the exception of the quantities needed for seeding and the quantities consumed by the farmers and their families, or required to feed the animals on the farms of producers. The requirement that 85 per cent of the wheat be turned into flour is abolished and white flour has been reintroduced, the latter representing a milling of probably 72 per cent.

Grain Carriers

BUFFALO wants to help dry the country's corn and has made application for the partial lifting of the embargo so its drier facilities may be used.

ALL RAIL TRANSPORTATION of grain from the Northwest during the season of lake navigation is planned by the Food Administration. Is it easier to build cars than boats?

AN ARRANGEMENT whereby the merchant shipping of Japan will be used for war purposes as freely as are the ships of this country and the allies, was concluded March 7.

A DEFICIT of \$5,940,848 is shown by the Pennsylvania report for January. The railroads got under cover of government control just in time and needed repairs and renewals will now be made.

GRAIN SHIPMENTS from the Northwest now are routed thru Minneapolis because of shortage of lake shipping. Available lake transportation will be used for coal and ore. Navigation will be opened April 1.

NEBRASKA corn is to be moved. C. F. Spens, traffic director of the Burlington, states 3,000 cars have been ordered to that state and will be sent largely to the eastern section where 80,000,000 bus. of corn in the hands of farmers is in danger of spoiling.

CORN SHELLERS in Illinois operate only when cars in which to ship are on hand. Corn is handled in the order it is tendered by the farmer, cards showing turn in which corn will be received being issued. Some shellers have 70 or more cards outstanding.

UNIFORM RULES for marking 1. c. 1. freight have been adopted by Division 2 of the Interstate Commerce Commission. These rules will be filed by all carriers subject to the jurisdiction of the Director General of Railroads and will be on file at all freight offices.

FOOD LADEN Norse ships are to be released under the terms of the trade compact recently concluded between the United States and Norway. It is known that Norway has agreed not to reship American products to the central powers and to limit its fish exports to them to 28,000 tons annually.

RAILROAD officials claim it is absurd to suppose grain can be removed from cars in transit by thieves. In support of that contention is the fact that twenty-five arrests were made for thefts last year on the Indiana Harbor Belt Line, total losses being \$350,000.

THIRD on the list of exceptions when complete railroad embargoes are not essential are: "Food, domestic (not export), for human consumption, including wheat, corn, oats, rye, barley, rice, cereal products, salt, canned goods, sugar, syrup, molasses, peanuts, vegetable oils. Feed, domestic (not export) for animals and poultry but not including hay or straw.

ORDERS for freight cars placed during February totaled 3,767, against 256 in January and 8,981 in February, 1917. Contracts for locomotives were 220 against 185 in January and 447 in February, 1917. Of the orders placed 167 cars and 175 engines were for domestic delivery, the remainder being for use of the army in France.

ALL GRAIN in elevators along the Bluffton, Geneva & Celina Traction Co. line, the road being eighteen miles long from Bluffton to Geneva, Ind., must be moved before operation is discontinued. The road recently was sold at receiver's sale and the court held the new owner would not be required to operate as the line did not pay operating expenses in 1916 or 1917.

GRAIN SHIPPERS and the railroads are urged by the Interstate-Commerce Commission to get together and formulate a uniform set of rules and practices to govern the handling of grain traffic, and to submit them for approval. It is stated that neither the railroads nor the shippers are entirely frank and that the situation is clouded with fictitious damage claims.

ON SHIPMENTS of grain and grain products via the Rock Island line from Missouri River points to New Orleans tariffs permitting milling in transit at Abilene, Enterprise, Hutchison, Salina and Woodbine, Kans., not on the Rock Island, were canceled February 16, but other milling in transit rates between same destinations were continued in force. The matter was reviewed by the I. C. C. in Investigation and Suspension Docket 1069, the suspension order was justified and the suspension vacated.

VIGOROUS opposition to certain provisions of the pending railroad bill has been voiced by the Omaha Grain Exchange. In telegrams to Nebraska Senators and Representatives the Exchange protested against the lessening of the jurisdiction of the Interstate Commerce Commission over interstate rates and against the proposal to place power in the President to initiate rates and put them in force. It was urged that if more revenue is needed the tax on transportation charges should be increased, but not the charges themselves.

CAR REQUISITION blanks have been mailed to grain dealers and millers by D. F. Piazek, agent of the Food Administration at Kansas City, Mo. These blanks should be filled in and forwarded each Tuesday and Friday. Reports are not necessary if no cars are required. The blank calls for specific information on number of cars previously ordered, number received since last report and number needed for "loading today." Shipper is required to give his own station, railroad, destination to which the cars are to be shipped and kind of grain it is desired to ship.

"No STEAMERS waiting for food supplies at American ports today," was the report made by Regional Director A. H. Smith to Director General McAdoo on Feb. 23. Accumulations of cars at eastern terminals had been reduced from 170,000 on Jan. 1, to 43,970 eastbound loads, 4,115 eastbound empties, 31,012 westbound loads and 17,718 westbound empties. Food Administrator Hoover will furnish the Director General with specific information showing the location of supplies to be moved and the ports to which they will be delivered. Reports show that in many cases shippers have failed to load cars promptly.

JAPAN'S WHEAT CROP for 1917 is said to have been excellent and prospects for 1918 production are very good. Production last year is estimated at 34,745,380 bus., against 30,143,201 bus. in 1916. The increase, 17%, was due in part to increase in wheat acreage.

Extending Import and Export Control.

The entire foreign commerce of the United States was placed under control by a system of licensing, by proclamations by President Wilson, which became effective Feb. 16. Hereafter all imports and exports must be in conformity with the terms of the proclamation. Dealing with the scope and application of the proclamation the War Trade Board says:

The President has, heretofore, issued several proclamations controlling certain exports under the provisions of Title VII of the Espionage Act, and one proclamation controlling the importation of certain commodities under the provisions of Section 11 of the Trading with the Enemy Act. The military situation and the tonnage situation have made increasingly apparent the necessity of instituting a complete and thorough-going control of all our exports and imports.

The transportation of our armies to France and the maintenance of a continued flow of the supplies and munitions needed to maintain them in fighting trim require the use of every ton of shipping which can possibly be devoted to these purposes. This demand must be met, and if it becomes necessary to curtail our exports or imports, these are measures which are forced upon us by the critical tonnage situation and the necessity of availing ourselves of every possible means of maintaining our armies in France. The limitation of exports is necessary also to conserve the products of this country for the use of our own people and these peoples of the nations associated with us in the war; we must dispose of this surplus in such a way as to aid, as far as possible, those countries to the south which have always depended upon us; we must also dispose of our surplus in such a way that Germany and her allies will derive no benefit therefrom; and we must secure for ourselves in return shipping and supplies urgently needed.

The promulgation of these two proclamations does not mean an embargo on exports or a prohibition of imports, but places in the hands of the President the power to regulate, which he will exercise through the War Trade Board and the Treasury Department. This power will be exercised with the single purpose of winning the war, and every effort will be made to avoid unnecessary interference with our foreign trade and to impose upon our exporters and importers no restrictions except those involved in the accomplishment of definite and necessary objects.

As heretofore, licenses for the export or import of coin, bullion, currency, evidences of debt or of ownership of property, and transfers of credit, will be issued by the Treasury Department; licenses for all other exports and imports, including merchandise, bunkers, ships' supplies, etc., will be issued by the War Trade Board.

BEAN PRODUCTION in Hokkaido, Japan, for 1917 was 183,409 tons. Wastage and local consumption will take about 25 per cent of the crop, leaving for export 136,954 tons. Heaviest production was of small red beans. There was also a considerable output of large and medium sized butter beans of which there is 13,124 tons available for export. The large beans are priced at a little more than 6 cents a lb. f. o. b. Otaru, Japan, the small beans at about 4½ cents.

A Cleaning House for Country Elevators.

A plant for transferring and cleaning grain taken in by its chain of country elevators in southern Minnesota and Wisconsin, has been built for and now is operated by the R. E. Jones Co., at Wabasha, Minn.

This elevator has storage capacity of 50,000 bus. It is so constructed and equipped that one man can operate it, an unusual but attractive feature for a cleaning house.

The elevator rests on a re-inforced concrete mattress from which rise the walls and piers. The high posted working floor permits of ideal spouting conditions from the 22 hoppers bins to the different machines and boots. All grain of local origin is received under cover of the enclosed driveway. A track shed also has been built in which car loading and unloading operations are carried on. The elevator is iron clad.

Grain delivered by local producers is carried from the wagon dump to the pit of the farmer's leg. Another leg is employed to receive grain coming in by rail. Two legs are used for cleaning and transfer work and two for screenings. Practically all of the bins can be reached from the legs used for transfer work. All pits are built in reinforced water-proofed pans.

CUPOLA is three stories high and is posted up from the working floor. The first floor of the cupola is used for spouting, the second is the scale floor where is located the 500 bu. hopper scale with beam installed on the working floor. The third floor is used for distributing, containing the elevator heads and a 500 bu. garner used in connection with the hopper scale on the floor below. A safety man-lift runs from the working floor to the top floor of the cupola.

CLEANING EQUIPMENT has been installed for handling barley, the intention of the operators being to use the elevator principally as a clearing house for barley taken in locally or at other stations. Its equipment includes a No. 9 Monitor Barley Separator, several cockle machines, a Northwestern cleaner and two Invincible needle machines. Other machinery may be installed as required, provision having been made for it.

Each leg and machine is equipped with

a separate motor with the sole exception of the screenings legs and cleaning legs for which power is furnished by one motor. Nine motors are used, the power ranging from 3 to 15 h. p. All switches are located on the working floor, so the man in charge has the operation of all equipment under his immediate control. The distributing spouts also are operated from below and the weighing in and out through the hopper scale in cupola is handled from the working floor.

Windows in track shed and drive way are so placed they insure ample light on the working floor, even when a string of cars is set in on the track shed.

This transfer plant was designed by the T. E. Ibberson Co., and in addition to the features mentioned has car puller and Clark car shovels the latter operated from the working floor where it is housed.

Old Glory floats from a flag pole on the roof, 150 feet from the ground, and is illuminated at night by a powerful searchlight. The plant has been in operation for some time and works smoothly and satisfactorily.

Acceptances.

An "acceptance" is a formal acknowledgment of indebtedness for goods bought in which is included a statement of the date on which the obligation will be met. A commercial "acceptance" is not a note or a draft and such terms convey ideas which never should be associated with the trade acceptance.

Trade acceptances have been introduced in the United States in an endeavor to convert the approximately \$4,000,000,000 of dead ledger accounts into shape for rediscount at Federal Reserve banks, which were given authority to handle domestic trade acceptances two years ago.

Largely grain is a cash business and there will be less occasion to use acceptances by the grain trade than by members of any other industry but to the extent the grain trade can aid in releasing ledger accounts by this means, to that extent it will have helped to furnish funds to meet the government's demand for \$3,000,000,000 federal taxes which shortly will become payable.

Many concerns do not ask acceptances for amounts under \$100. In Europe acceptances are given for amounts as low as \$1. The average for France is said to be about \$5.

Usually a small discount $\frac{1}{2}$ to 1% is given for the acceptance. The Federal Reserve banks in rediscounting give a preferential rate, $\frac{1}{2}$ to 1% lower than the rate for the same character of promissory notes, the idea being to pass the benefit along to the buyer and thus to encourage the giving of acceptances.

The form of acceptance recommended by the Federal Reserve bank is very simple. The blank contains provision for inserting No., date, time when payment will be made, to whom made, amount, followed by "The obligation of the acceptor hereof arises out of the purchase of goods from the drawee." The name and address of the company to which the goods were sold and the date due appears in the lower left hand corner. The acceptance, payable to the order of "Ourselves," is signed by the seller of the goods. The buyer writes "Accepted" across the face of the instrument, signs and dates it. The acceptance then becomes a negotiable paper and, as stated, is given a lower rediscount rate than a promissory note given to close a similar account.

Suits Against Roads Under Presidential Control.

Federal Judge Walter Evans at Louisville, Ky., Mar. 2, in a damage suit against a railroad company, decided that federal courts did not have exclusive jurisdiction of suits against transportation companies, by reason of the new alleged government control.

The courts held that the acts of McAdoo were without force and effect, as Congress had not authorized control by the Treasury Department, stating that:

"Under no established rule of interpretation can it be doubted that Congress authorized in time of war the War Department, and no other, to take over the railroads.

"If we assume (which is inconceivable) that the Secretary of War declined for that department, we can find no statute authorizing the control of the railroads under the Treasury Department nor by a director general of railroads."

Corn Imports Embargoed.

Because of the prevailing high prices of corn, Argentine shippers have been sending corn instead of wheat to the United States. The recent prohibition of importation of corn, under the provisions of the proclamation issued by President Wilson Feb. 15, is explained by the War Trade Board in this way:

In order to facilitate the movement of the new wheat crop from South America the War Trade Board has decided to check the importation of corn from overseas by means of a temporary import embargo upon this staple. This import embargo, the first taken under President Wilson's recent proclamation instituting a general license control of imports, will, in its administration, work no hardship to the South American countries chiefly concerned, since it will affect only States having a surplus of both grains for export. The wheat from the Argentine and neighbor countries is required for immediate consumption, whereas the corn from the same countries, to which a certain portion of the available tonnage has heretofore been devoted, can well wait its turn until the more urgent call for wheat has been satisfied.

Cargoes of corn already afloat will not be affected by the import embargo.

Through this facilitation of the flow of wheat northward the War Trade Board will be enabled to hasten the relief promised to Switzerland in the agreement with that country. The promised grain is now urgently needed for immediate consumption by the Swiss population and the American Government is making every effort to speed up deliveries at Cete, the free port where supplies for the Helvetian Republic are landed.

PORKLESS Saturdays and one meatless meal a day temporarily have been suspended, but more wheat must be saved. —Food Administration.

EMERGENCY SWITCHES to cut off the current should be placed where those discovering a breakdown of the machinery can reach them with the least loss of time. This will save much damage.

RYE AND BARLEY prices are the highest ever known, rye bringing around \$2.90 a bu. and barley as much as \$2.40 a bu. These high prices are the result of demand for the grain, as there is no speculation in either rye or barley.



Cleaning House of R. E. Jones Co., at Wabasha, Minn.

Grain Trade News

ARKANSAS

Little Rock, Ark.—The Hayes-Thomas Grain Co. has purchased a site, and will build a warehouse.

Little Rock, Ark.—In the disastrous fires that occurred in this city Feb. 25, the Brown & Oglesby Grain Co. suffered a loss of \$1,800, covered by \$1,400 insurance, and the Argenta Grain Co. lost a truck.

Fort Smith, Ark.—P. W. Kent, aged 63, treas. of the Western Grain Co., shot himself in his home early on the morning of Mar. 2. It is not known whether the shooting was accidental or with suicidal intent.

CALIFORNIA

Colton, Cal.—The elvtr. of the Globe Grain & Mfg. Co., which was destroyed by fire recently, is being rebuilt.

Germantown, Cal.—Andrew Kaiser, a farmer, contemplates building a \$12,000 elvtr. with a capacity of 75,000 bus. near the R. R. here.

Pleasant Grove, Cal.—Farmers in this section are contemplating building an elvtr. on the Western Pacific R. R., and ranchers of the Nicolaus District are contemplating building one on the Northern Electric Ry. at Catlett sta. (Pleasant Grove p. o.)

Modesto, Cal.—At a joint meeting of com'tes of the Stanislaus Farm Bureau and the Stanislaus Farmers Union, held here recently, plans were made for the erection of an elvtr. to handle grain in bulk. A com'te consisting of George Sayer, Hickman; O. E. Lambert and J. W. Crane, was appointed to take up the matter of securing accurate estimates on the erection of the proposed elvtr., securing finances, and other data.

Yuba City, Cal.—At a meeting of farmers of this community held recently a com'te consisting of Glenn Onstott, Frank Bennett and W. W. Miller was named to investigate the cost of erecting elvtrs. to handle the coming crop in bulk. The same com'te will meet with like com'tes from other counties to arrange for the presentation to the next legislature of measures for the regulation of the handling of grain in bulk, in connection with which the matter of inspection and weighing will be considered.

CANADA

Ardath, Sask.—Merney Haskett has succeeded me as agt. for the Saskatoon Co-operative Elvtr. Co.—A. J. Hunter.

Rosenfeld, Man.—Boys breaking into the elvtr. of The Lake of the Woods Mfg. Co. to steal feed were responsible for the fire which recently destroyed the elvtr.

Taber, Alta.—I am at present connected with the Ogilvie Flour Mills Co. of Winnipeg, Man., at this place, the elvtr. of D. H. Ugland, at Tunbridge, N. D., not being in operation at present.—H. O. Balke.

Fort William, Ont.—The Maritime Grain Co., a new firm dealing in grain, will soon be located in the Grain Exchange, under the management of B. H. Guy, formerly of this place, but more recently of Regina, Sask.

Indian Head, Sask.—We are contemplating enlarging our present plant either by building a complete up to date fireproof elvtr., or by adding storage tanks. At present we have a good house of crib construction, and equipped with a line of cleaning machinery for seed purposes, but we need additional storage capacity.—Angus Mackay Farm Seed Co.

Rosebud, Alta.—The Pike Grain Co., Ltd., with head office at Calgary, is building an elvtr. here, which is expected to be in operation in a few weeks. The company is also contemplating building another elvtr. here.

Moose Jaw, Sask.—An order was issued by the Board of Grain Supervisors Feb. 15 requiring that all wheat shipped east from designated points in Alberta and Saskatchewan be unloaded by the Canadian Pacific Ry. into the government elvtr. at this place for account of the Wheat Export Co., Ltd. A second order, issued the same day, directs the Grand Trunk Pacific Ry. to unload into the local government elvtr. all wheat shipped from points on the northwest branch of its lines for account of the Wheat Export Co., Ltd.

Brandon, Man.—The Dominion Grain Commission has conducted an inquiry into the affairs of the Brandon Grain Co., of which Allen J. Facey was sec'y-treas. Warrants were recently issued for Mr. Facey, charging discrepancies in his accounts. It is said to have been established at the inquiry that Mr. Facey was not the mgr. of the company, and that when Mr. Facey took over the interest of J. R. Brodie in the company some time ago Mr. Brodie personally accepted the loss sustained by certain clients. Questions concerning deals made by the company are said to have been unanswered by Mr. Facey, acting on the advice of his counsel who accepted responsibility for the refusal.

WINNIPEG LETTER.

The firm of MacLennan Bros., grain merchants, has defaulted, and licenses granted F. B. MacLennan, trading under that name as a grain com'n merchant and track buyer have been canceled.

A maximum price on oats for May and July delivery was established by the Grain Exchange Feb. 22, the following resolution being adopted by the Council: Resolved, that until further notice no contracts for May or July delivery of oats shall be entered into at a price in excess of 99c per bu.

The Council of the Grain Exchange has issued the following ruling in regard to the maximum price of 99c which was established on oats futures: The fixing of a maximum price on oats for May and July delivery shall in no way relieve the respective seller and buyer from their obligation respectively to deliver and accept oats sold or bot at the maturity of the contract.

By direction of the Council of the Grain Exchange a notice, signed by T. J. Irving, ass't sec'y, was posted Mar. 1 notifying members that until further notice no trading in futures other than those which are at present open will be permitted, and advising members that in the national interests they should refrain from issuing circulars or advertisements which tend in any way to induce the hoarding of grain to the detriment of the cause of the allies.

The bill introduced into the Provincial parliament by Donald A. Ross, of St. Clements, which proposes to make it illegal to trade in futures in grain, stocks or other commodities in Manitoba, was advanced to second reading Feb. 21. Several members took part in the debate which followed the reading. In speaking in opposition to the passage of the bill, W. L. Parrish, South Winnipeg, said that it was plain the bill was prepared a year ago, as for nearly that length of time the price of wheat has been fixed by the government, and that, for the economical handling of the crops it is necessary that there be trading for future delivery. The bill was sent to com'te.

We are indebted to the Winnipeg Grain Exchange for a copy of its 9th annual report, covering the activities of the Exchange during 1917. A list of members of the Exchange is given in the first portion of the book, and this is followed by the address delivered by past-pres. J. C. Gage at the last annual meeting. The report of the Council, as submitted at that meeting, is given in detail, and complete statistical data relating to the Winnipeg market are given. It is shown that the total grain storage capacity in the western inspection division has increased from 10,366,800 bus. in 1892 to 163,144,000 bus. in 1917; while in the eastern division there were in 1917 a total of 22 elvtrs., with capacity of 30,700,000 bus., compared with 18 elvtrs., holding 14,826,000 bus. in 1909. The report shows that 3,360 elvtrs. of all classes with capacity of 193,844,000 bus. were operating under license by the Board of Grain Commissioners during the season of 1916-17. The book is neatly bound in paper, and the contents is indexed to facilitate reference.

COLORADO

Calhan, Colo.—The new elvtr. of the Farmers Co-operative Elvtr. Co. has been completed. The Birchard Construction Co. had the contract.

Longmont, Colo.—We will build a 200-bbl. mill in connection with our elvtr.—Farmers Union Co-operative Elvtr. & Supply Co., V. H. Hamilton, mgr.

Atwood, Colo.—An overheated stove in the office of J. J. Ackerman caused a fire on Feb. 14 that did \$700 damage. The fire was put out by the use of buckets of water from fire barrels and extinguishers.

Haxtun, Colo.—Elmer Skold, one of the owners of the Plains Mfg. & Merc. Co. here, and a stockholder and director of the Western Grain Co., of Denver, died Feb. 16 at Omaha, Neb. At the time of his death Mr. Skold was en route to Rochester, N. Y., where he had hoped to regain his health.

IDAHO

Moscow, Ida.—The Moscow Farmers Union will build an elvtr. of concrete, with a capacity of 75,000 bus.

Grangeville, Ida.—Construction work has been started on the elvtr. for which the Farmers Union Warehouse & Supply Co. recently let contract. It is to be completed by May 15.—X.

Dubois, Ida.—We are contemplating erecting a new elvtr. at this place, also installing a 25-h. p. gas engine in our present elvtr. J. O. Gillam & Co. are contemplating entering the grain business here. We are now constructing a 50-bbl. mill, which will be ready for operation May 1. James Denning is pres. of this company, for which no mgr. has as yet been appointed.—Dubois Mfg. & Elvtr. Co., Ltd., D. T. Murphy, sec'y.

ILLINOIS

Watseka, Ill.—The Peoples Grain & Lbr. Co. has installed a moisture tester.

Sciota, Ill.—The recently incorporated Farmers Elvtr. Co. is contemplating erecting an elvtr.

Graymont, Ill.—The Farmers Elvtr. Co. has increased its capital stock from \$10,000 to \$30,000.

Virden, Ill.—Harley Jualls, of Atwater, will soon move here to begin his work for the Canham Grain Co.

Montezuma, Ill.—An elvtr. is being built here by a firm in which N. McEvers has the controlling interest.

Hudson, Ill.—Elbert Finley, formerly of Cooksville, has bot an elvtr. and will remove here about April 1.

Timewell, Ill.—John McPhail will soon remove to Mt. Sterling, where he has bot the elvtr. of Ed. Pendleton.

Oneida, Ill.—We have engaged W. B. Nelson to manage our elvtr. for the coming year.—Farmers Elvtr. Co.

Kemp, Ill.—Otto Moss, formerly of Hindsboro, is now mgr. of the elvtr. of Munson & Moss at this place.

Granville, Ill.—We are contemplating installing a cleaner and drier in our elvtr. —Granville Farmers Elvtr. Co.

Argenta, Ill.—The new drier being installed by the Argenta Grain Co. will have a capacity of 100 bus. per hour.

Stonington, Ill.—The Stonington Farmers Grain Co. is installing a new Hess Drier, the cost of which is about \$3,000.

Arthur, Ill.—G. T. Wells has bot the elvtr. of C. E. Davis, which he has been operating under lease for some time.

Esmond, Ill.—Frank Barnes, who has been mgr. for the Farmers Grain Co. for the past 2 years, has resigned his position.

La Prairie, Ill.—The Chatten-La Prairie Co-operative Elvtr. Co. has purchased an elvtr. at this station.—Shelby Grain Co., Golden.

Cuba, Ill.—There is but one elvtr. at this place, that operated by us. There is no farmers elvtr. here.—James Clayberg & Son.

Piper City, Ill.—The new grain drier in the elvtr. of the Montelius Grain Co. has been completed. It has a capacity of 2,500 bus.

La Hogue, Ill.—Otto Maddin has removed to Piper City where he will assume charge of the recently organized Farmers Grain Co.

Mt. Sterling, Ill.—Ed. Pendleton has sold his elvtr. and grain business to John McPhail, of Timewell. Mr. McPhail will take charge soon.

Hopedale, Ill.—Three safes were blown at this place recently, and \$200 taken from the office of B. T. Railsback & Son, grain dealers.

Hindsboro, Ill.—Otto Moss and family moved to Kemp recently where he will assume the management of the elvtr. of Munson & Moss.

Piper City, Ill.—The Farmers Grain Co., which recently bot the elvtr. of A. W. Wrede, has been incorporated with capital stock of \$25,000.

Galesburg, Ill.—Paul Fryer, formerly with the branch office of E. Lowitz & Co., at Peoria, is now with the local office of Lamson Bros. & Co.

Dawson, Ill.—The Conover Grain Co. is installing a grain drier at its elvtr. here. A new engine house is being built and a boiler is being installed.

Fullerton, Ill.—The Farmers Union recently bot the old Omaha Elvtr., formerly under the management of J. N. Campbell. The consideration was \$4,500.

Bondville, Ill.—The Bondville Grain & Supply Co. incorporated; capital stock, \$25,000; incorporators, Henry G. Scroggin, George Baker, Cecil C. Rayburn.

Knoxville, Ill.—We have succeeded the firm of Thompson & Cation, Eugene S. Cation having taken the interest of Wesley Thompson.—Cation & Tucker.

Glasford, Ill.—Alexander Lightbody, senior member of the firm of A. Lightbody & Son, grain dealers, died Feb. 26 of pneumonia at the age of 68 years.

Rockport, Ill.—We have sold our elvtrs. at Pike, Rockport and New Canton to the M. D. King Mfg. Co., and will give possession April 1.—Anderson-Garner Co.

Cooksville, Ill.—Elbert Finley, formerly mgr. of the Cooksville Grain Co., has resigned his position, and will remove to Hudson, where he has purchased an elvtr.

Norris, Ill.—The Norris Elvtr. Co., of which J. A. Perrine is pres. and C. R. Lowe, sec'y, will increase its capital stock and erect a 20,000-bu. up-to-date concrete elvtr.

Herscher, Ill.—Farmers in this community met recently and made plans to organize the Herscher Farmers Grain Co. to engage in the grain business. The company will be incorporated with capital stock of \$30,000. Gordon Peterson is temporary sec'y.

O'Fallon, Ill.—Louis F. Fischer, for many years connected with the Charles Tiedemann Mfg. Co. here, died Feb. 25 at the home of his son in St. Louis, Mo., aged 80 years.

Roberts, Ill.—The Roberts Farmers Grain Co. filed a petition with the state public utilities com'n Mar. 2 asking authority to issue capital stock to the amount of \$15,000.

Sutter Siding (Hopedale p. o.), Ill.—The stockholders of the Farmers Elvtr. Co. will hold a meeting March 15 to act on a proposition to increase the capital stock from \$3,700 to \$15,000.

Atlanta, Ill.—Ralph Jones caught his hand in a corn conveyor at the elvtr. of Applegate & McKown. One finger was so badly lacerated that it had to be amputated to the first joint.

Virginia, Ill.—The safe in the office of the Hofstetter-Carls Lumber & Grain Co. was recently blown open by thieves. They obtained only one dime, all the cash that had been left in the safe.

Kasbeer, Ill.—W. E. Kitzmiller, mgr. of the Kasbeer Farmers Elvtr. Co., has a badly lacerated finger, the result of coming into proximity with the electrical appliances of the new drying device.

Curran, Ill.—W. R. Turnbull has brot suit against the Farmers Elvtr. Co. to foreclose a vendor's lien on the land sold the company for a site for its elvtr. The amount claimed to be due is \$2,200.

Grand Ridge, Ill.—At a meeting of farmers of this community held recently plans were made to organize a company and build an elvtr. A com'te, headed by L. C. Rinker, was appointed to solicit funds.

Middletown, Ill.—The Middletown Grain & Coal Co. is building an addition to its office to be used for a directors' room. The addition will give a private room for the transaction of the company's business.

Macomb, Ill.—I am now in charge of the Farmers Grain, Fuel & Supply Co., which is making extensive repairs on its elvtr. Was formerly mgr. of the Farmers Galesburg Elvtr. Co., of Galesburg.—G. B. Warren.

Pierson, Ill.—The Pierson Grain & Supply Co. incorporated; capital stock, \$30,000; incorporators, J. S. Schable, J. O. Chambers, W. H. Ray and others. The company will deal in grain, feed, seed, coal and lumber.

Guthrie, Ill.—The Farmers Elvtr Co. was organized by farmers of this community at a recent meeting. R. P. Cothran has been appointed chairman of a com'te to investigate the purchasing or building of an elvtr.

Piper City, Ill.—The Farmers Grain Co. has been incorporated with a capital stock of \$25,000. J. P. Glass has been elected pres. and E. E. Bishop, sec'y. Otto Maddin, formerly of La Hogue, will be mgr. of the elvtr.

Andres, Ill.—The annual meeting of the stockholders of the Andres-Wilton Farmers Grain & Supply Co. will be held March 14, at which time action will be taken in regard to increasing the capital stock from \$15,000 to \$30,000.

Ottawa, Ill.—At the annual meeting of the Wallace Grain & Supply Co. held recently it was voted to increase the capital stock of the company and to build elvtrs. at this place and at South Ottawa. Matt Gahan is pres. of the company.

Allison, Ill.—There is no elvtr at Allison and never has been. There is a switch at that point and W. F. Crews sometimes loads grain there, but at no time was there a W. A. Current & Co. buying grain.—W. E. Hutton, Vincennes, Ind.

Lick sta. (Chatham p. o.), Ill.—Lawrence Asher, recently appointed mgr. of the Chatham Elvtr. Co., at this place, died in St. Johns Hospital, Springfield, Feb. 26, following serious injuries received the day before at his work. While oiling the machinery at the elvtr. his clothing became caught and he was pulled into the machinery.

Rantoul, Ill.—We succeeded Coon Bros. at this place, Jan. 1. We understand that after March 1, Coon Bros. will no longer be engaged in the grain business. However, J. S. Coon will continue to operate elvtrs. at Block on the C. & E. I., and Dillsburg on the I. C.—L. E. McAtee & Co.

Chester, Ill.—The H. C. Cole Mfg. Co. is contemplating the construction of a new elvtr. on the site of the rock elvtr. which will be torn down. The new elvtr. will consist of about 20 tubular bins, 18 feet in diameter, and about 40 feet high. They will be built of concrete and will be equipped with modern machinery.

Champaign, Ill.—W. P. Foote & Co. will shortly have a mill which will be able to turn out in mill products three times as much as heretofore. An elvtr., three times the size of the old one and complete in every detail, is being built near the site of the present elvtr. New machinery for the grinding of mill products is being installed.

Van Petten, Ill.—J. R. Coates was killed at the elvtr. of the Van Petten Elvtr. & Grain Co. Feb. 26. It is not known exactly how the accident occurred, but it is thought that the man's clothes became caught in a shaft as he passed near it and that he was hurled to his death as he revolved about the shaft. Mr. Coates was 42 years of age.

Jerseyville, Ill.—The Farmers Elvtr. was threatened with fire recently when the engine back fired. Practically no damage was done. Shortly afterward trouble in the engine-room caused a near conflagration at the Standard-Tilton Elvtr., and had not the elvtr. been concrete it would have burned. As it was the engine was damaged and the plant put out of business for a short time.

Reilly sta. (Rankin p. o.), Ill.—I have taken possession of the elvtr. formerly owned by Coon Bros. and which I purchased from them some time ago. The elvtr. is well equipped, having nearly 10,000-bu. storage room, oil or gasoline engine, new 2,250-bu. Richardson Automatic Scale, new registering beam wagon scale, manlift, and other up-to-date equipment.—Fred C. Leach.

Galesburg, Ill.—C. F. Abrahamson, for some time past operator for Lamson Bros. & Co., has been made mgr. for the company in this city. He succeeds Mr. Larimer, who resigned to accept a position as mgr. for the Farmers Galesburg Elvtr. Co. here. George B. Warren, former mgr. for the Farmers Galesburg Elvtr. Co., has removed to Macomb to become mgr. for the Farmers Grain, Fuel & Supply Co.

Sheffield, Ill.—The Sheffield Farmers Grain Co. held a meeting recently and decided to build a concrete elvtr. of the latest type. Sealed proposals will be received by the company until 2 o'clock p. m., Mar. 14, at the office of the company, for the furnishing of all materials and the construction of a reinforced concrete elvtr. building, complete with machinery and equipment. Plans and specifications were prepared by Miller & Holbrook.

Decatur, Ill.—The contract for the erection of the 3-story addition to the Shellabarger Mill & Elvtr. Co. has been awarded. The cost will be \$30,000. The addition, which will be built west of the main building, is to be 40x40x100 feet. With the construction of this building the company's grinding capacity will be increased to 2,000 bus. The addition is built to grind only corn meal and corn flour, and the third story will be used for storing 20,000 bus. of corn.

PEORIA LETTER.

J. C. McClure has resigned his position with the G. C. McFadden Grain Co. to become identified with J. A. McCreery & Co.

Paul Fryer has resigned his position with E. Lowitz & Co. and has removed to Galesburg, where he will be connected with the branch office of Lamson Bros. & Co.

F. M. Crosby, of the Washburn-Crosby Co. of Minneapolis, was here recently inspecting the Corning Distillery, which is being remodeled for use by his company. Mr. Lind, who has been connected with the company in Minneapolis for a number of years, will be the mgr. of the new plant.

CHICAGO NOTES.

Darius C. Jackson, for many years connected with the Board of Trade, died recently.

Claude Meeker, who was expelled from the Board of Trade in 1901, has applied for reinstatement.

Arthur Merritt Lucius, who was an active member of the Board of Trade for 15 years, died Feb. 23, after a long illness.

Frank Ryan was recently elected pres. of the Board of Trade Clerks Fellowship Club. John M. Sheeren was elected sec'y-treas.

During February the Board of Trade Signal Corps School graduated 101 men and turned them over to the government for service.

The grain commission business of Kohnert & De Marras has been discontinued, and the firm has been succeeded by Sanderling, Hill & De Marras.

The rate of interest on advances on Bs/L for March has been fixed at 7% by the finance com'te of the Board of Trade. The rate for February was 6%.

A sale of rye at \$2.95 per bu., the highest price on record, was made Mar. 7 by Lamson Bros. & Co., who also sold a car of barley at \$2.40, a record price.

James H. Rawleigh, for many years with the Nash-Wright Grain Co., has resigned his position with that firm and is now identified with Perry, Price & Co.

The directors of the Board of Trade at a meeting held Mar. 5 suspended James T. Murphy under section 7 of rule IV., relating to failure to meet business obligations.

Frank M. Baker, who has been in the cash grain dep't. of the Adolph Kempner Co., has resigned that position and is now connected with Riordon, Winsor & Co. in a similar capacity.

Fire did considerable damage in the malt house of the Cragin Elvtr. Co. Feb. 26 before the flames were extinguished after an hour's work. F. J. Delaney states that the loss was not great and business continued uninterrupted.

Eric A. Peterson has applied for membership in the Board of Trade, Edward J. Bawlf, J. E. Jenkins, John H. Fraser and Herman B. Stultze have been elected to membership, and the membership of Joy Morton has been posted for transfer.

W. H. Perrine, Harry Newell and J. J. Fones, who were appointed to act with the to arrive grain com'te in fixing a settling price for December and year shipment sales of corn to arrive, have fixed the price at \$1.75 for No. 4 yellow.

At a meeting of the directors of the Board of Trade, held Feb. 26, it was voted that all oat trades made in long-time offers over 93c on and prior to Feb. 21, are declared null and void and that the seller refund to the buyer the premium paid.

The directors of the Board of Trade adopted a resolution Feb. 26 prohibiting further trading in corn for February delivery, and a settling price of \$1.28 was fixed by a com'te consisting of J. P. Griffin, R. A. Schuster and A. V. Booth.

Edward E. Tanner, Jr., a member of the Board of Trade, and connected with Lamson Bros. & Co., has been commissioned a lieutenant in the aviation signal corps of the army. Lieut. Tanner is now stationed at Ellington Aviation Field, near Houston, Tex.

Press dispatches of Mar. 5 told of the decoration in France by Premier Clemenceau of 6 American soldiers for bravery in the fight with picked German raiders north of Toul on the morning of Mar. 1. One of the soldiers was Joseph L. Canby, 2nd lieutenant of infantry, and son of C. H. Canby, former pres. of the Board of Trade.

The 25th annual meeting of the Illinois Grain Dealers Ass'n will be held in the Hotel La Salle, May 21 and 22.

James A. Patten, 1st vice-pres. of the Board of Trade, was acting pres. several days recently during the absence of Pres. A. Stamford White. Mr. White was said to be in Washington working for a restoration of the trade in corn futures on the new proposed basis.

James K. Riordon and George T. Winsor have formed a partnership under the firm name of Riordon, Winsor & Co., to do a general commission business, making a specialty of cash grain. Both members of the firm have been active in the grain trade for many years. In addition to the two men named, the partnership includes J. D. McNamara and Frank M. Baker. All of the partners were formerly with the Adolph Kempner Co. Mr. Baker will have charge of the cash grain dep't and Paul Town will be employed by the company. John S. Riordon will be the company's representative in Iowa, and J. S. Wiley in Illinois.

The to-arrive grain com'te of the Board of Trade has issued the following ruling, which has been approved by the board of directors: Buyers putting out special bids on grain after the close of the regular markets should in conformity with previous practice pass those bids to a sufficient number of commission men to officially effect a change in the market, whether these buyers put out for their own account such bids or not. It has been considered that in order to accomplish real change in the markets and thus to conform with the rules that such bids should be given to at least five commission houses, who are in a position to secure the kinds of grain desired to be purchased on those bids.

INDIANA

Plainville, Ind.—The Plainville Mfg. Co. has filed a final certificate of dissolution.

Talbot, Ind.—We are installing a No. 3 Hess Drier at our plant.—W. B. Foresman Co., J. W. Geary, mgr.

Amboy, Ind.—We have installed a Hess Drier and are running it day and night.—Amboy Grain Co.

New Carlisle, Ind.—Ralph Bennett is now mgr. for the Farmers Grain Co. in place of M. L. Brummitt, resigned.

Keith Bros., of Plainville have been admitted to membership in the Indiana Grain Dealers Ass'n.—Chas. B. Riley, sec'y.

Buck Creek, Ind.—Farmers in this community are considering plans to build an elvtr. and engage in the grain business.

Lincoln, Ind.—The Lincoln Grain Co. has bot the retail coal and grain business of Watkins & Cripe. Hugh McCorkle is mgr.

Parker, Ind.—C. V. Graft, of Winchester, Ind., has sold his elvtr. at this place to H. Dickey, of Ansonia, O. I am retained as mgr.—W. E. Rooker.

Gadsden sta. (Lebanon p. o.), Ind.—The elvtr. of the Goodrich Bros. Hay & Grain Co. suffered considerable damage during the recent wind storm.

Darlington, Ind.—Abraham H. Bowers, who built and operated the first elvtr. in this place, about 40 years ago, died here recently, aged 75 years.

Butler, Ind.—Davis A. Baker, a prominent resident of this place, and for many years engaged in the grain business here, died suddenly Feb. 20, at the age of 60 years.

Ora, Ind.—I have leased my elvtr. to John F. Merkert, who will conduct the business in the future. I shall retire, as it is impossible for me to continue in business because of my health.—Ira E. Rinehart.

Hedrick, Ind.—We have bot and taken possession of the elvtr. of J. O. Crane, which we will operate in connection with our houses at Marshfield and Johnsonville. The elvtr. will be under the management of Ura Seeger.—Seeger & Betts.

Greentown, Ind.—The Studabaker Grain & Seed Co., of Bluffton, has taken charge of the elvtr. and business, which they recently purchased from John Holliday & Son. The new owners will enlarge the business extensively. The plant will be in charge of R. B. Haycock as mgr.

Lafayette, Ind.—The annual convention of the Farmers Grain Dealers Ass'n of Indiana was held at this place Feb. 27 and 28. Officers were elected as follows: Pres., J. S. Minch, Chalmers; 1st vice-pres., C. E. Barracks, Frankton; 2nd vice-pres., H. J. Welsjahn, Winamac; treas., W. J. Little, Remington; sec'y, E. G. McCullum, Wolcott.

Fort Wayne, Ind.—This company was organized to operate the elvtrs. at Oakwood, and Hartsburg, O., and to handle our hay business in Ohio. The main office is in Fort Wayne. The new company is a separate corporation and the McMillen Co. still operates the transfer elvtr. here. Officers of the McMillen-Kimmel Co. are D. W. McMillen, pres.; W. G. Kimmel, vice-pres.; E. F. Stephan, treas.; H. D. Egly, sec'y.—McMillen-Kimmel Co.

Lafayette, Ind.—When an envelope containing 10 explosive caps of the kind used in firing dynamite for blasting stumps was found in a car of oats here recently the report was circulated that several boxes of the caps were found in the car, and considerable excitement developed over what was said to be a German plot. It now appears probable that the envelope dropped from a farmer's pocket into a wagon load of oats, and was thus transferred to the car. Certainly there was no foundation for that part of the story which referred to several boxes of explosive caps.

IOWA

Lone Tree, Ia.—The Farmers Union has purchased the elevator of D. M. Riggs.

Ralston, Ia.—The Farmers Elvtr. Co. has increased its capital stock to \$50,000.

Akron, Ia.—The Farmers Grain Co. has bot the lumber business of the Sioux River Lbr. Co.

Oto, Ia.—W. R. Rock, of Castana, has bot the elvtr. of L. Knudson, taking possession Mar. 1.

Sioux City, Ia.—The King Elvtr. Co. has installed corn drying equipment in its terminal elvtr.

Wyman, Ia.—I have sold my elvtr. at this place and removed to Washington.—Pauley T. Brown.

Mitchell, Ia.—E. W. Trout is now in charge of the elvtr. of the Kunz Grain Co. at this place.

Cloverdale, Ia.—A. E. Davis succeeds Glen Brunson as agt. for the Davenport Elvtr. Co. at this place.

Curlew, Ia.—O. V. Critz will remove to Milford, where he has bot the elvtr. and business of W. M. Moreland.

Story City, Ia.—We are contemplating installing a combined sheller and cleaner in our elvtr.—Burke & Stephenson.

Melvin, Ia.—E. E. Cleaveland has succeeded Charles Huck as agt. for the Davenport Elvtr. Co. at this place.

Milford, Ia.—W. M. Moreland has sold his elvtr. and business to O. V. Critz, of Curlew, who will take possession at once.

Blencoe, Ia.—The Blencoe Farmers Elvtr. Co. recently bot the elvtr. of the Updike Grain Co., for a consideration of \$11,000.

Washington, Ia.—I have removed here from Wyman, where I sold my elvtr. to the Wyman Supply Co.—Pauley T. Brown.

Newhall, Ia.—George Baumgartner has disposed of his interest in the elvtr. of O. Kaerberle & Co. to his partner, O. Kaerberle.

New Market, Ia.—F. J. Rogers has exchanged his elvtr. and implement store for the 200-acre farm of Mr. Lewis, of Washington township.

Grand Junction, Ia.—We have installed a large dump crib at the elvtr. here, which we bot of Charles Smittle last fall.—D. Milligan Co., Jefferson.

Oyens, Ia.—The rope drive recently installed in our elvtr. by the Younglove Construction Co. is giving great service.—Oyens Co-operative Co.

Anita, Ia.—The Farmers Co-operative Elvtr. Co. has been organized by farmers in this community. Mayne White is pres. and Phil Lowenburg, sec'y.

Coon Rapids, Ia.—We are contemplating erecting a new elvtr. here, as the old house does not take care of our business.—Farmers Elvtr. Co., R. L. Wood, mgr.

Davenport, Ia.—The Davenport Elvtr. Co. is installing Wagner motors in its elvtrs. at Ellsworth, Minn.; Adair and Casey, Iowa; and Elkhorn and Ward, S. D.

Davenport, Ia.—Henry C. Moeller, who was a grain buyer for the Purity Oats Co., and who formerly served the Des Moines Elvtr. Co. in the same capacity, died Feb. 23.

Walnut, Ia.—The Rothschild Grain Co. will build an addition to its elvtr. here, which will increase the capacity of the house to 12,000 bus. The improvement will cost \$4,000.

Belmond, Ia.—M. F. Christie is managing the business of the Farmers Co-operative Elvtr. Co. during the absence of Joseph Pletch, who is spending the winter in California.

Bussey, Ia.—Oscar Telford, who was in charge of the office of the Wilkin Grain Co. for some time, has removed to Albia, where he has accepted a position in an implement store.

Bristow, Ia.—Farmers in this community held a meeting recently and made plans to organize a company to engage in the grain business. Sherman Young is acting as temporary sec'y.

Rock Rapids, Ia.—Fred Jourdan, who has been employed in the grain department of the Farmers Elvtr. Co. for the past two years, has resigned to enter the employ of the First National Bank.

Sheldahl, Ia.—The Farmers Grain Co. has purchased the W. O. Sloan Lbr. Co. The capital stock of the company was recently increased from \$10,000 to \$25,000, to permit of the purchase.

Pilger, Ia.—We sold our lumber, grain and coal business Jan. 28, to the Matheson Lbr. Co., of Elkhorn, Wis. The Farmers Union is contemplating building an elvtr. here soon.—Munger & Co., Wm. E. Munger.

Aurelia, Ia.—At the annual meeting of the Farmers Elvtr. Co. held some time ago, H. H. Lockin was elected sec'y to succeed George Brooks, and C. DeVries was elected mgr. of the elvtr. for another year.

Marne, Ia.—The new elvtr. to be built at this place by the Rothschild Grain Co. will be of 30,000 bus. capacity and will cost \$10,000, and will be completed by May 1. It will have machinery which will make it possible to take in and load out 2,500 bus. of grain per hour. A 20-ton combination auto truck and wagon dump, with scale attached, will be installed.

Clarion, Ia.—Harry Sumners was re-elected pres. of the Clarion Farmers Elvtr. Co. at a recent meeting of the directors, and M. L. Clark was re-elected sec'y. The company is considering increasing the capital stock to \$50,000.

Winfield, Ia.—We are giving our elvtr. a general overhauling, and are installing a new car loader, new dumps, two motors, one a 15 h. p., the other a 3 h. p., and also electric lights.—Winfield Elvtr. & Supply Co., H. W. Van Dyke, mgr.

Keystone, Ia.—I have resigned my position as agt. for the King-Wilder Grain Co. My successor is Geo. H. Thlessen, who will take charge Mar. 15. I will remove to Cedar Rapids, where I will be in the grain dept. of the Quaker Oats Co.—Carl R. Morse.

Davenport, Ia.—The Davenport Elvtr. Co. has filed suit against a local farmer for \$1,445 alleged to be due for non-delivery of corn and oats. It is claimed that on Jan. 18, 1917, the defendant sold and agreed to deliver within 20 days 1,500 bus. of oats at 50c and 2,000 bus. of corn at 85c; that in March, 1917, he delivered 1 load of oats, and that on April 27 he notified the company he would not make further deliveries. The company is suing for the advance in values from Jan. 18 to April 27.

The annual convention of the Western Grain Dealers' Ass'n will be held at Ft. Dodge, Thursday and Friday, April 18 and 19th, these dates being selected with the idea that dealers who may desire to extend their trip and visit friends at Camp Dodge on Saturday and Sunday following may do so conveniently. The convention will be held in the auditorium and banquet hall of the Ft. Dodge Commercial Club in the Wakhonsa Hotel, which they have recently occupied and is one of the most elaborate commercial club headquarters in the state of Iowa. The Ft. Dodge Commercial Club will provide entertainment.—Geo. A. Wells, sec'y.

KANSAS

Kiowa, Kan.—Fred Allison is now mgr. of the Farmers Elvtr.

Detroit, Kan.—We have sold our elvtr. at this place.—Page Bros.

Elkhart, Kan.—Billie Williams has bot the elvtr. of M. C. Borntrager.

Powhattan, Kan.—C. W. Stratton is the new agt. for the Derby Grain Co.

Marquette, Kan.—We have built a new office at our plant.—K. B. R. Mlg. Co.

Otis, Kan.—I am no longer agt. for the Lindsborg Mill & Elvtr. Co.—Carl Lebsack.

Kipp, Kan.—The Farmers Grain & Mercantile Co. incorporated; capital stock, \$10,000.

Walnut, Kan.—We are installing a new fan discharge sheller in our elvtr.—I. E. Clark.

Idana, Kan.—A. E. Engberg has resigned as mgr. of the elvtr. of the Williamson Mlg. Co.

Minneapolis, Kan.—The elvtr. of John Wolfersperger was recently destroyed by fire of unknown origin.

Baldwin, Kan.—Earl Williams has resigned his position as mgr. of the Douglas County Farmers Co-operative Ass'n.

Wichita, Kan.—C. E. R. Winthrop has sued W. J. Anderson for dissolution of the partnership known as the Anderson Grain Co.

Lewis, Kan.—Laird & Gibson have bot the elvtr. of James H. Wolf. G. W. Wells will be mgr.—C. S. Laird, mgr. and treas., Farmers Grain Co., Belpre.

Mulberry, Kan.—The Mulberry Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, D. O. Lane, T. C. Pease, and C. C. Needy, Pittsburg.

Moran, Kan.—We are contemplating putting a new roof on our elvtr. and also installing a new cleaner. We had a small sized cyclone on Feb. 27, which blew off a portion of the roof of our elvtr. and in addition blew out most of the windows.—Moran Grain Co.

Hoyt, Kan.—I will build an up-to-date elvtr. at this place in the spring.—R. A. Burns.

Cairo, Kan.—The elvtr. and small mill of the J. B. McClure Grain Co. burned Feb. 27 with loss of \$7,500. The fire was caused by a locomotive spark.

Pratt, Kan.—The old elvtr. of the Pratt Equity Exchange is being taken down in order to prepare for the erection of a new elvtr. of 40,000-bus. capacity.

Hoyt, Kan.—I have bot out the interest of Mr. Burns in the firm of Burns & Winter, and hereafter the firm will operate under the name of Henry Winter.—Henry Winter.

Wichita, Kan.—We have practically discontinued our grain business for the period of the war.—The Farm Products Exchange Co., Robt. T. Ray, pres.

Charlet sta. (Kinsley p. o.), Kan.—W. F. Dell is now agt. for Laird & Gibson, whose main office is located at Belpre.—Laird & Gibson, C. S. Laird, gen. mgr., Belpre.

Gardner, Kan.—L. M. Blacker will soon start construction on an elvtr. here. It will be located on the A. T. & S. F., and will probably be built of concrete.—Ward Grain Co.

Netawaka, Kan.—The new elvtr. of the Johnson Grain Co. has been in operation about 10 days. The 50-bbl. mill which we are building will be ready for operation in about 30 days.—Netawaka Mlg. & Elvtr. Co., J. M. Green.

Hutchinson, Kan.—The Reno Flour Mills Co. incorporated; capital stock, \$200,000; incorporators, L. H. Pettit, Jay Hausam, Geo. Gano, J. E. Damon, of Caldwell, and others. Jay Hausam will manage the grain business and J. E. Damon will have charge of the mill.

Girard, Kan.—I was able last fall only to get started on the mill which I am building in connection with my elvtr. on account of the scarcity of material to finish the foundation. I am now waiting for that material, and hope to start work again soon.—W. M. Reckewey.

Wilson, Kan.—We are making some repairs in our engine room, and in fact all over the house. We shall take down and renail all the metal covering on the outside of the house, and shall install more windows in order to have additional light.—The Farmers Elvtr. Co., V. B. Kvasnicka, mgr.

Wellsville, Kan.—The elvtr. and lbr. yard of the Star Grain & Lbr. Co. was destroyed by fire March 1. The loss was \$45,000, and included 13,000 bus. of oats, 2,000 bus. of corn and 2,000 bus. of wheat. As the fire was preceded by an explosion disloyal activity is suspected and an arrest is said already to have been made.

Atchison, Kan.—The Atchison Flour Mills Co., which now operates a 1,000-bbl. mill, also an elvtr., will erect a new mill in the near future. The new mill will have a daily capacity of 1,200 bbls. and will cost \$150,000. The present mill will be converted into a corn mill with a capacity of 1,800 bbls. of corn flour and meal daily.

Topeka, Kan.—Construction has been started by the Topeka Flour Mills Co. on a corn meal mill, which will have a capacity of 750 bbls. The new mill will be located in a building near the flour mills and elvtr. operated by the company. Facilities for turning out a complete line of corn products will be installed. The cost will be approximately \$50,000.

KENTUCKY

Louisville, Ky.—Work is being resumed on the elvtr. which the N. C. & St. L. R. R. is building.

Hawesville, Ky.—The large elvtr. at this place, which was destroyed by fire last fall, will be rebuilt in a short time.

Louisville, Ky.—The Ballard Corn Mills incorporated; capital stock, \$250,000. This company recently purchased the corn milling establishment of the F. Raidt Mlg. Co., adjoining the flour mills at the Ballard Co.



Bill your next Car of Grain
to
HENSEY & OWEN
GRAIN COMMISSION
MILWAUKEE

LOUISIANA

New Orleans, La.—Jacob Zollenweider, 18 years old, was killed recently when he approached the machinery in the Public Grain Elevator, too closely. In some manner he was caught up by the belt and crushed to death instantly.

MARYLAND

Chewsville, Md.—The Chewsville Flour Mills Co. has been incorporated with a capital stock of \$25,000. The elevator, formerly owned and operated by B. A. Betts has been bot by this company and is being equipped with new machinery.

BALTIMORE LETTER.

The Baltimore Pearl Hominy Co. is erecting a fireproof elevator, to cost \$50,000.

J. Carroll Fahey has been elected to membership on the corn committee of the Chamber of Commerce.

Edward R. Harris, son of the well known grain broker of the Chamber of Commerce, William E. Harris, was married recently to Miss Mary Ada Oliphant.

Geo. P. Hager and G. Schiaffino have been admitted to membership in the Chamber of Commerce, and the membership of Harry Fahnstock has been transferred.

MICHIGAN

Freeport, Mich.—Herman Rensch has been re-employed as mgr. for the Farmers Elevator Co.

Grand Rapids, Mich.—Mrs. Fred N. Rowe, wife of Fred N. Rowe, sec'y of the Valley City Mfg. Co., died here Feb. 28, following an operation.

Lapeer, Mich.—The movement for a farmers co-operative elevator in this locality is being actively furthered by influential farmers.

Mulliken, Mich.—The retail coal and lbr. business of George Langevin has been bot by McNaughton & Peabody, who operate an elevator at this place.

Eaton Rapids, Mich.—At a meeting held recently farmers made plans to organize a company to build an elevator, and engage in the grain business.

Gaines, Mich.—The fire in my elevator, recently started in the engine room from an unknown cause. About \$200 damage was done.—Geo. Judson.

Montrose, Mich.—At a meeting of farmers in this community held recently plans were made to organize a co-operative company to engage in the grain business.

Albion, Mich.—Steps were taken toward the erection of a \$15,000 bean elevator, and drier at a recent meeting of the Albion Farmers Co-operative Elevator Ass'n.

Grand Rapids, Mich.—The Model Mill, of the Valley City Mfg. Co. has been equipped for making rye flour. The capacity is from 250 to 400 bbls. and grinding has already begun.

Reed City, Mich.—Bert T. Curtis, of Curtis Bros., a prominent grain and elevator man, died suddenly March 2 at Daytona, Fla., where he was spending the winter. Mr. Curtis was 47 years old, and had lived here for 40 years.

Detroit, Mich.—At the recent annual meeting of the Board of Trade the following officers were elected: C. R. Huston, pres.; T. W. Swift, 1st vice-pres.; H. C. Carson, 2nd vice-pres.; directors, F. Wm. Lichtenberg, F. T. Caughey, George Beck, C. M. Martin, Fred W. Blinn, H. B. Simons, A. S. Dumont, David E. Stott.

Woodland, Mich.—The recent report that the Woodland Elevator has been closed for some time is not correct, as we have been doing business every day. Reference was made to the old roller mill at this place, which was taken over by the Lewellyn Bean Co., who are repairing it preparatory to placing it in operation. We are installing new equipment in the Woodland Elevator, which we own, this including motors for electric power and a feed grinder.—Smith Bros., Velte & Co.

Detroit, Mich.—Lynn M. Hobart, of H. M. Hobart & Son, grain and feed dealers, died at Harper Hospital March 1 at the age of 32 years. Mr. Hobart went into training at Fort Sheridan at the outbreak of the war, but was compelled to give up owing to illness.

Freeland, Mich.—I have decided to build a new elevator, to replace the one recently destroyed by fire. The new elevator will be equipped with up-to-date machinery, and is to be completed by Aug. 1. The loss on my old elevator and machinery was \$5,000, with insurance of \$3,000, and the loss on grain was \$1,500, fully covered by insurance. The origin of the fire is not known.—A. B. Laur.

MINNESOTA

Wirock, Minn.—I am now located here as mgr. of the Farmers Elevator Ass'n.—H. M. Vander Graaf.

Kasota, Minn.—The Hubbard & Palmer Co. is installing a drying plant to cost about \$8,000 at their elevator.

Osakis, Minn.—Peter Rutten, mgr. for the Osakis Equity Co-operative Trading Co., has resigned that position.

St. Paul, Minn.—Lee Abbey is constructing a corn meal mill here. D. F. Hoag & Co. were awarded the contract.

Mallory sta. (East Grand Forks p. o.), Minn.—Alfred M. Anderson, who was agt. for the Crookston Mfg. Co. at this place, has gone to war.

Iona, Minn.—H. M. Vander Graaf, formerly agt. of Byrnes & Heath, has removed to Wirock, where he is mgr. for the Farmers Elevator Ass'n.

Duluth, Minn.—J. W. Galvin has been admitted to membership in the Board of Trade, and the membership of G. P. Harbison has been transferred.

Genola, Minn.—Farmers in this locality are contemplating forming a co-operative company to buy and operate the elevator at this place and the mill at Pierz.

Pierz, Minn.—Farmers in this vicinity are contemplating forming a co-operative company to buy and operate the mill at this place and the elevator at Genola.

Duluth, Minn.—Upon application of the Globe Elevator Co., the directors of the Board of Trade have declared Elevators Nos. 1, 2 and 3 of that company "not regular."

Brewster, Minn.—The report that this company will engage in the grain business is incorrect, as we handle lumber and building material only.—Brewster Lbr. Co.

Ghent, Minn.—G. W. Van Dusen & Co. has let contract to the T. E. Ibberson Co. for the erection of a 30,000-bu. elevator at this place. Electric power will be used.

Marshall, Minn.—The Marshall Mfg. Co. has let the contract to re-build the old mill to the T. E. Ibberson Co. This mill will be equipped for grinding corn products.

Burr, Minn.—G. W. Van Dusen & Co. has let the contract for the building of a 30,000-bu. elevator at this place to the T. E. Ibberson Co. The plant will have 12 bins, and will be run with a gasoline engine.

Lake City, Minn.—At a recent meeting of farmers the matter of building an elevator was discussed. A committee, headed by H. C. Holst, was appointed to investigate the matter, and to report at a meeting Mar. 16.

Sleepy Eye, Minn.—We are going to build a coal elevator, of 1,200 tons. The contract is let to the T. E. Ibberson Co. The elevator will have 12 bins, and will handle all kinds of coal.—Farmers Elevator Co., C. P. Cutting, mgr.

St. Paul, Minn.—The new mill and elevator of the Capital City Mfg. & Grain Co. will be constructed of steel, concrete, brick and stone. The company will continue to operate its present mill and elevator, which has a capacity of 1,000 bbls. daily. The combined capacity of the two mills will be 2,500 bbls.

MINNEAPOLIS LETTER.

W. L. Beaton, mgr. of the local office of the McGuire-Haley Co., died recently.

The Sheffield Grain Co. has installed new cleaners and made other improvements in its "K" elevator. D. F. Hoag & Co. did the work.

The directors of the Chamber of Commerce adopted a resolution Feb. 23 placing a price limit of 92c on contracts for oats for May and July delivery.

Minneapolis, Minn.—S. J. McCaull has been elected a director of the Chamber of Commerce to fill the vacancy created when J. B. Gilfillan left for France.

The Chamber of Commerce has made a ruling that May oats contracts will be settled at the maximum price of 91c. There will be no penalty for non-delivery.

The directors of the Chamber of Commerce have announced a ruling that cars of rye and barley cannot be bot and sold the same day, thus prohibiting scalping in those grains.

C. E. Lockerby has been elected to the board of arbitration of the Chamber of Commerce, to succeed S. J. McCaull, who was elected to membership on the board of directors recently.

At the annual convention of the Farmers Grain Dealers Ass'n of Minnesota, which was held here Feb. 19-21, the following officers were elected: Pres., H. R. Meisch, Argyle; vice-pres., A. O. Linder; treas., Adam Brin; sec'y, A. F. Nelson.

Acting upon the suggestion of Herbert C. Hoover, Food Administrator, the directors of the Chamber of Commerce, at a meeting held Mar. 2, adopted resolutions withdrawing the facilities of the Exchange room for trading in rye futures. A committee was appointed to fix a price for the settlement of open contracts, and this price was fixed at \$2.71.

The Minneapolis Grain Commission tendered the Farmers Grain Dealers Ass'n a banquet during its convention here. C. A. Magnuson, pres. of the Chamber of Commerce Ass'n; O. T. Newhouse, pres. of the Grain Commission Merchants Ass'n; H. R. Meisch, pres. of the Farmers Grain Dealers Ass'n, and a number of other prominent men made speeches, and a vaudeville program closed the evening.

Members of the Chamber of Commerce voted Mar. 8 on a proposed amendment to Rule X giving the board of directors authority, during any war in which the United States shall be a party, to prohibit trading for present or future delivery in any or all of the commodities traded in on the exchange, or trading for delivery in any particular month, including trading in settlement of any then existing contracts. Under like circumstances, the directors are given power also to suspend the operation of any rule of the exchange and to fix a maximum price for any commodity dealt in on the exchange.

MISSOURI

Concordia, Mo.—We have installed another motor in our elevator.—Klingenberg & Son.

Farber, Mo.—Wildner & Taylor, of Ladonia, have leased the elevator of J. F. Coontz.

Dalton, Mo.—The Dalton Grain Co. has disposed of its two elevators to Messrs. Bennett, of Keytesville.

Kidder, Mo.—We will build a 20,000-bu. house equipped with sheller and cleaner at this place.—O. A. Talbott, Keokuk, Ia.

Charleston, Mo.—The Brown-DeField Grain Co. contemplates the erection of two elevators this spring, one of which will be erected at this place.

Salisbury, Mo.—The Salisbury township division of the Chariton County Farmers Ass'n made a deal for the Farmers elevator at this place recently.

East Lynne, Mo.—The new elevator, being built for the Zook Bros. Grain Co. by the White Star Co. will be a 15,000-bu. plant of frame construction with galvanized steel covering. It will include a complete equipment of modern machinery.

Palmyra, Mo.—The elvtr. and warehouse of the Farmers Elvtr. & Exchange Co. has been completed. The building cost \$7,000, and has a capacity of 15,000 bus. A. C. Eross, of Liberty township, is pres. of the company; Geo. V. Saffarans is sec'y.

Vandalia, Mo.—Wilder & Taylor, of Ladonia, have leased the elvtr. of J. F. Coontz.

Troy, Mo.—One end of my elvtr. gave way and about 1 car of wheat was spilled, but as the weather was nice the loss was only about \$50, which was principally due to the repairs that had to be made. I will build a room, 16x26 feet, as an addition to my elvtr. and will install a Eureka Cleaner, new engine, and make other improvements, the whole to cost about \$1,500.—Sam F. Stephenson.

Sikeston, Mo.—On Mar. 1 Warehouse Commissioner Jas. T. Bradshaw, of Kansas City, and Chief Inspector Gilmartin, of St. Louis, installed F. A. Matthews as licensed grain inspector at this place. Mr. Matthews has been employed in the inspection dept at St. Louis for 20 years. This is now the only point outside of St. Louis, Kansas City and St. Joseph which is prepared to give inspection by an inspector licensed under the federal grain standards act.—Scott County Mlg. Co.

KANSAS CITY LETTER.

W. W. Young has been elected to membership in the Board of Trade.

In addition to installing a corn drier of 5,000 to 7,000 bus. daily capacity, the Nelson Grain Co. is planning to expand its business by installing machinery for the manufacture of corn meal, grits and rolled oats.

The Hipple Grain Co., with headquarters in the Glover Building, has just been organized here. F. W. Hipple, who is the head of the new company, is well known here. Associated with him in the business are his brother, G. C. Hipple, his two nephews, Eugene and F. J. Hipple, and George Gano, all of Hutchinson, Kan.

We are indebted to the Board of Trade for a copy of its annual statistical report for the year 1917. The report gives a list of officers, directors and com'ite members of the Board, and a list of the members of the organization with the address of each, in addition to the statistical data relative to the business of the Board.

An organization to be known as the Kansas City Grain Receivers and Shippers Ass'n was formed here recently, the firms included being all of those that do not operate elvtrs. leased from railroads. George H. Davis is pres. and Ben L. Hargis is sec'y-treas. The purpose of the ass'n is to protect the interests of receivers and shippers of grain.

ST. JOSEPH LETTER.

A. B. Schreiber and J. E. Johnson have made application for membership in the Exchange.

Washburn-Crosby Co.'s new corn mill has started grinding, and has a daily output of 750 bbls. of corn meal, corn flour, grits and hominy.

The contract has been awarded for the erection of the new 8,000-bbl. corn mill for the Aunt Jemima Mills Co. It is expected the plant will be in operation by the end of the summer.

Marshall C. Bruce, formerly of Bruce Eros Grain Co., Kansas City, has purchased the membership of F. G. Endelmann in the Grain Exchange and will become the local mgr. for the Holdridge Grain Co.

The largest car of corn received at this market was sold recently by the Marshall Hall Grain Co. It was shipped by Brownfield & Teare, from Craig, and contained 120,210 lbs., or 2,146 bus. 34 lbs. The corn graded No. 4 white and sold for \$1.95, bringing \$4,185.67.

Receipts of corn on this market are increasing daily and a new mark of 114 cars was set recently. With the Food Administration and the railroads working together to move the crop, the local dealers look for all previous records to be shattered within the next week or two.

The Weights Com'ite of the Grain Exchange has been working diligently installing a new system of supervision over the Grain Exchange weighmasters. This dept has done excellent work in the past, but with the steady growth of the Exchange and the acquirement of many new industries lately, it was felt that a stricter control of the weighmasters was necessary to maintain the standing of Grain Exchange weights.

ST. LOUIS LETTER.

The interest of C. W. Smith in Smith, Vincent & Co. has been bot by J. F. Vincent, and Mr. Smith retired from the firm Mar. 1.

The Mason Hawpe Grain Co. has just completed a drier, which has a capacity of 750 bus. per hour.

This city will have a capacity of 50,000 to 55,000 bus. a day for drying out moist corn when the J. H. Teasdale Com'ish Co., Mason Hawpe Grain Co., and Powell & O'Rourke put in operation the new grain drying plants they are now installing.

The Elmore-Schultz Grain Co. incorporated; capital stock, \$75,000; incorporators, Alex. C. Harsh, James K. Polk, John H. Herron and others. Alex. C. Harsh, pres. and mgr. of the company, succeeds Trave Elmore, who was killed in an automobile accident some time ago.

The following memberships, recently surrendered, have been taken up by the Merchants Exchange: Louis Spelbrink, deceased; H. S. Antrim, Sr., Cairo, Ill.; E. A. Beauvais, Chicago; Russell S. Brown, Brighton, Ill.; Henry Lepp, DeSoto, Mo.; Orville E. Babcock, Chicago; C. G. Benton, deceased; Charles Nagel, St. Louis; J. T. Twamby, Omaha, Neb.; Mahlon B. Wallace, St. Louis; James G. Cahill, St. Louis.

MONTANA

Roundup, Mont.—C. J. Holm has resigned his position as mgr. of the Farmers Elvtr. Co.

Brockton, Mont.—C. W. Larson, formerly of Spring Brook, N. D., has removed to this place.

Kalispell, Mont.—I will install motors to replace the gas engine for operating my elvtr., and I contemplate adding a conveyor.—B. F. Berry.

Wibaux, Mont.—Our elvtr. at this place has been closed and G. A. Fox, former mgr., has left the city.—Farmers Elvtr. Co., R. B. Chappell, sec'y.

Miles City, Mont.—The Miles City Mlg. & Elvtr. Co. recently held a meeting at which it was decided to incorporate with a capitalization of \$50,000. It is understood that the work of constructing a mill will soon be started and it is expected to have it completed in time to handle the 1918 crop.

Ethridge, Mont.—On Feb. 27 the railway company set in a car of cinders on the siding. The car had live coals in it, and later fire broke out. Had it not been for the assistance of citizens my elvtr. would have been destroyed, and if the car had been set in at night a fire surely would have been the result.—Geo. A. Norman.

NEBRASKA

Clarkson, Neb.—A farmers elvtr. for this place is contemplated.

Dixon, Neb.—I have retired from the grain business.—F. A. Wallin.

Henderson, Neb.—Pauly Bros. & Halbert have bot the elvtr. of the Updike Grain Co.

Inavale, Neb.—I will do considerable repair work in my elvtr. this spring.—Charles Hunter.

Milford, Neb.—Farmers met here recently and made plans for a farmers co-operative elvtr. Application for a charter has been made.

Loretto, Neb.—Earl Woodworth is to be mgr. for the recently incorporated Farmers Elvtr. Co.

Page, Neb.—The R. L. Drayton Grain Co. contemplates installing a gas engine in its 16,000-bu. elvtr.

Richfield, Neb.—I sold my elvtr. several months ago and am not in the business at present.—G. H. Graham.

Gresham, Neb.—The Gresham Grain Co., of which S. P. Johnson is mgr., contemplates installing a moisture tester.

Hemingford, Neb.—W. Loveless has succeeded O. R. Schumann as agt. for the Central Granaries Co. at this place.

Milford, Neb.—The Farmers Union Co-operative Ass'n, with capital stock of \$25,000, has been formed by 4 local farmers unions.

Colton sta. (Sidney p. o.), Neb.—The Farmers Elvtr. Co., of which C. J. Olson is mgr., will erect an elvtr. of 10,000 bus. capacity.

Ames, Neb.—Julius Koehne has been chosen mgr. for the Farmers Union Elvtr. Co. to succeed Charles Haverfield, who resigned.

Orchard, Neb.—We have sold our elvtr. to E. C. Rector. The plant will not be open for business until July 1.—Fletcher Grain Co.

Dorchester, Neb.—At the recent annual meeting of the Farmers Elvtr. Co., H. H. Jack was elected pres., and J. H. Mariska, sec'y-treas.

Hastings, Neb.—The Koehler-Twiddle Elvtr. Co. has succeeded me as correspondent for the Armour Grain Co. here.—A. J. Orth.

David City, Neb.—The Farmers Grain Co., which was recently incorporated, has bot the elvtr. of H. O. Schaaf, taking possession Mar. 1.

Royal, Neb.—We have sold our elvtr. to Staab & McGoff. The new owners have retained C. E. Dawson as mgr.—Fletcher Grain Co., Orchard.

Crab Orchard, Neb.—I was transferred here from Hemingford, to succeed S. L. Wirick, resigned.—O. R. Schumann, agt. Central Granaries Co.

Lyons, Neb.—A home guard company of 80 men has been organized here. It will be their duty to guard the five elvtrs. and the electric light plant.

Carroll, Neb.—At the annual meeting of the Farmers Union Co-operative Ass'n held recently, Dave Davis was elected pres., and W. E. Jones, sec'y.

Shestak sta. (Crete p. o.), Neb.—The Farmers Union has bot the elvtr. of the Crete Mills and will take possession March 18. The consideration was \$7,500.

Gretna, Neb.—The Gretna Elvtr. Co., for which A. F. Wiles is mgr., contemplates installing a carloader, manlift and doing some spouting in its elvtr.

Odell, Neb.—At a meeting of the stockholders of the Farmers Elvtr. Co. M. E. Shalla was elected mgr. to fill the vacancy caused by the resignation of C. R. Story.

Omaha, Neb.—J. V. Smith, formerly in charge of the local office of Smith, Vincent & Co., will retire. C. S. Milledge, who is now with the firm, will succeed Mr. Smith.

Decatur, Neb.—The new elvtr. which is being built by the Decatur Elvtr. Co., at this place, is nearing completion. It will have many improvements over the old one.

Spring Ranch, Neb.—Articles of incorporation have been filed by the Spring Ranch Grain & Supply Co., an organization of farmers and merchants of this place.

Surprise, Neb.—G. C. Doehling is pres. of this company, which was recently incorporated. We do not know whether we will buy or build an elvtr.—Farmers Elvtr. Co., O. C. Reichwein, sec'y.

Loretto, Neb.—This company, which was recently incorporated, has bot the elvtr. of the Nye-Schneider-Fowler Co. R. R. Johnson is pres. and O. J. Irwin, sec'y-treas.—Farmers Elvtr. Co.

Bennington, Neb.—The Farmers Union Co-operative Merc. Co. has bot the Nye-Schneider-Fowler Co.'s elvtr. at this place.

Armour, Neb.—Farmers of this community plan to organize a co-operative company to engage in the grain business.—Liberty Grain Co., C. W. Hagerman, mgr., Liberty.

Elm Creek, Neb.—I have taken over the business of the Elm Creek Mill & Elvtr. Co., will operate as Elm Creek Mlg Co. Elvtr. capacity 5,000 bus. and mill 100-bbls.—Henry Duerr.

Clarks, Neb.—We expect to increase our capital stock to \$25,000 or \$30,000 after April 1, and will build a concrete elvtr. of 40,000 or 50,000 bus. capacity.—Merrick County Farmers Co-operative Ass'n, W. F. Sheppard, mgr.

Mullen, Neb.—We still own the elvtr. at Mullen. I bot a 1/2 interest in it last October. We have built a warehouse in connection with our elvtr. It is 20x40 feet, with cellar under it.—Mullen Grain Co., W. A. Harding, mgr.

Martell, Neb.—A company has been organized here under the name of the Farmers Elvtr. & Trading Co., and has purchased the elvtr. and coal business formerly owned by S. S. Griffin. The firm will take possession at once.

Linwood, Neb.—The Farmers Grain Co. has been organized with capital stock of \$15,000 and has applied to the state railroad commission for a site to build an elvtr. Thomas Duda is pres. and Edward Kaveney sec'y of the company.

Howe, Neb.—E. A. Rhoades has disposed of his elvtr. at this place to the Farmers Union Co-operative Ass'n., which has been incorporated with a capital stock of \$10,000. The purchase price was \$11,000, and possession will be given March 15.

North Bend, Neb.—The list of Nebraska grain dealers which was recently issued is incorrect in giving A. Sinamark as mgr. for the Farmers Union Co-operative Co. at this place. C. C. Sidner is the mgr. Mr. Sinamark occupies a similar position at Blair.

Schuyler, Neb.—When C. Abbott, Jr., accepted a position with a milling company in Omaha it was necessary to elect a new vice-pres. for the Wells-Abbott-Nieman Co. Gerald Ehernberger was elected vice-pres. and treas., and A. J. Stern, formerly sales mgr., was elected sec'y.

Chapman, Neb.—At a meeting held here recently it was decided to establish a farmers elvtr. and general store as soon as buildings could be secured. It will be called the Chapman Co-operative Ass'n. Thomas Farrel was elected pres., and Charles Bosselman, sec'y and treas. The erection of an elvtr. is under consideration.

Gresham, Neb.—The reinforced concrete elvtr. and office building erected last year by the Gresham Grain Co. at a cost of \$23,000, has a height from the ground level of 98 feet, and is 16 feet in the ground. It has a capacity of 32,000 bus. and is equipped with an 18 h. p. gasoline engine.

Yanka sta. (Brainard p. o.), Neb.—The Farmers Grain Co. has been organized here with a capital stock of \$10,000. The company has purchased the elvtr. of W. J. Hunt and has started business. Nicholas Meyensburg is pres. of the company, W. C. Yindrick, sec'y-treas., and Louis Peschek, of Ulysses, mgr.

Elmwood, Neb.—The elvtr. of J. H. Rogge & Co. burned during the night of Feb. 23, about 2,000 bus. of oats and 1,500 bus. of corn being destroyed. The loss, above that on grain, was \$3,000. The fire is believed to have been of incendiary origin, and it is the first elvtr. in the state to burn since July 10, 1917. Several plants have been damaged by fire in that period, but none of them have been destroyed. It is thought that this record is due to the elaborate precautions observed by elvtr. owners and operators, under the stimulus of warnings given by the state fire commissioner's office and inspectors for insurance companies.

Thedford, Neb.—We are contemplating building an elvtr. here this summer.—Mullen Grain Co., W. A. Harding, mgr.

NEW ENGLAND

Wakefield, Mass.—Lawrence H. Kirk, a grain dealer of this city, died recently, aged 61 years.

New Britain, Conn.—As yet we have not completed plans for handling the grain business which will be conducted in connection with our wholesale fruit and produce business.—Frank Pearl.

Newburyport, Mass.—Charles J. Rolfe, son of the late Moses H. Rolfe, died recently, aged 31 years. Mr. Rolfe was associated with his father in the grain business and continued with the business after his father's death.

Brattleboro, Vt.—In order to keep up with orders E. Crosby & Co., a wholesale flour and grain concern of which Charles R. Crosby is the head, has decided to put in flour milling machines at its elvtr. The machinery will have a capacity of 500 bags daily, and is the second flour mill of considerable capacity in New England.

NEW YORK

Merrifield, N. Y.—The Scipio Patrons Supply Co. have made arrangements for the building of a new fireproof elvtr. and storehouse, to take the place of those destroyed by fire some time ago.

Buffalo, N. Y.—We have succeeded Howard J. Smith in the operation of the Exchange and Marine Elvtrs. and in the grain receiving and consignment business.—Smith & Jenkins, T. H. Jenkins.

NEW YORK LETTER.

The firm of Maclaren & Gentles, grain dealers, has changed its name to the Argentine Import & Export Corp.

Percy Carruthers Band, son of Charles W. Band, of James Carruthers & Co., Ltd., members of the Produce Exchange, has been decorated with the military cross for gallantry as a captain in the overseas forces.

NORTH DAKOTA

Spring Brook, N. D.—C. W. Larson has removed to Brockton, Mont.

Fryburg, N. D.—G. A. Meisner has resigned his position as mgr. for the Fryburg Grain & Trading Co.

The 7th annual convention of the North Dakota Farmers Grain Dealers Ass'n was held at Bismarck Mar. 5-7.

Dawson, N. D.—Tom Berryman, formerly mgr. of the Southside Farmers Union, has removed to Albert Lea, Minn.

Cartwright, N. D.—On account of the poor crop the Farmers Equity has decided not to buy the Independent Elvtr.—O. B. Askelson.

St. John, N. D.—The International Elvtr. Co. of Duluth, Minn., has awarded the contract for making extensive improvements in its plant at this place to the T. E. Ibberson Co.

Clyde, N. D.—The Farmers Elvtr. Co. of this place, has let the contract for the erection of a 50,000-bu. modern elvtr. to the T. E. Ibberson Co. The elvtr. will be equipped with 2 engines, feed mill, 2 cleaners, a large engine room, and an office.

East Fairview (Fairview, Mont. p. o.), N. D.—E. G. Carey, formerly a grain buyer for the Farmers Elvtr. Co. at this place, who is alleged to be short \$2,000 in his accounts with the company, is being held in Minneapolis, the prisoner having refused to return without requisition papers.

LaMoure, N. D.—A meeting of the Grainmen's Union will be held here Mar. 12 for the purpose of electing new members and officers and revising the by-laws, and to plan the program of action for the ensuing year. The Union is composed of country grain buyers, elvtr. owners, country millers and feed men.

Grand Forks, N. D.—The Levant Elvtr. Co., of Manvel, has bot the old mill of the Northwestern Paper & Fiber Co. at the junction of the Great Northern and Northern Pacific tracks and will remodel it into an elvtr.

Hazen, N. D.—S. H. Stewart, formerly of this place, has removed to Starkweather, where he is agt. for the St. Anthony & Dakota Elvtr. Co. Frank Gentz succeeds him as agt. for the Powers Elvtr. Co. here.

Starkweather, N. D.—I have resigned my position as agt. for the Powers Elvtr. Co. at Hazen, and have removed to this place where I have succeeded E. H. De Vaul as agt. for the St. Anthony & Dakota Elvtr. Co.—S. H. Stewart.

Gackle, N. D.—The recent report that our elvtr. burned is incorrect. The flour house was destroyed by fire, but the elvtr. was saved.—Farmers Elvtr. Co.

Ayr, N. D.—The International Elvtr. Co. of Duluth, Minn., has awarded the contract for extensive improvements in its plant at this place to the T. E. Ibberson Co.

Fessenden, N. D.—The first farmers elvtr. in the state to be established under the new plan inaugurated by the Equity Co-operative Exchange, of St. Paul, will be built here. The new plan is that the elvtr. is the property of the Exchange, farmers subscribing to the capital stock of the Exchange, and not to the stock of a local organization.

OHIO

Harrod, O.—The grain office of Kirby White was damaged by fire recently.

Dawson, O.—I have sold my elvtr. business to C. H. Gim and Wm. Snow.—H. I. Staley.

Sedalia, O.—The Sedalia Grain & Lbr. Co. has increased its capital stock from \$25,000 to \$35,000.

Harrod, O.—A shipment of oats, in car HV-32337, was scoop shoveled at this station and billed to Buffalo.

Napoleon, O.—A fire occurred in the power house of the elvtr. of the Farmers Grain & Stock Co. recently.

Circleville, O.—We are contemplating erecting an 80,000-bu. elvtr., a 1,000-bbl. corn mill and a 500-bbl. flour mill.—H. M. Crites & Co.

Prout sta. (Sandusky p. o.), O.—Farmers of Oxford Township are contemplating erecting an elvtr. on the Balt. & Ohio R. R. at this station.

McClure, O.—The McClure Grain Co. has surrendered its charter to the state. Hereafter the business will be conducted on a co-operative basis.

Elida, O.—We have sold our elvtr. to the Elida Farmers Equity Co. and will invoice to them the 20th of this month. We will probably go in business somewhere else.—Elida Elvtr. Co.

Caledonia, O.—Eliza H. Day died Feb. 22, after an illness of several months caused by the infirmities of old age. He was engaged in the grain business here up to the time of his death, and had been in the business for 34 years.—L. E. Day.

At the annual meeting of the Farmers Grain Dealers Ass'n of Ohio, which was held at Toledo, Feb. 21 and 22, the following officers were elected: Pres., John Mille, McClure; 1st vice-pres., George Russell, Van Lue; 2nd vice-pres., F. M. Smith, Fostoria; treas., Fred. Uhler, McClure; secy. Chas. A. Latchaw, Defiance.

Mansfield, O.—The City Mills, which have been operated continuously for 53 years by A. J. Gilbert, were purchased recently by Augst Bros. & Spreng, of Lebanon. S. J. Augst, the senior member of the firm, with his brothers, are owners and operators of grain elvtrs at Fayette, Butler, and Lebanon, where they also have a large flouring mill. A. J. Gilbert has been in the milling business in this city since the close of the Civil War, and the City Mills is one of the oldest establishments here.

Belle Center, O.—The Belle Center Hay & Grain Co. is the correct name of the firm which is sometimes referred to as the Belle Center Grain Co.

New Carlisle, O.—We are planning to install electrical equipment and to make other improvements in our elvtr.—New Carlisle Grain Co., Geo. M. Malsbary.

Galion, O.—We have installed an electric motor to replace gas power, and expect to install a new mill for cleaning wheat in the near future.—Galion Equity Exchange Co.

Bowling Green, O.—The Farmers Co-operative Grain Elvtr. Co. has been organized with capital stock of \$50,000; incorporators, J. W. Fish, Frank Brandeberry and others.

Toledo, O.—James Mattimore, formerly with Finley, Barrell & Co., has succeeded John Steuer as mgr. of the local office of Harris, Winthrop & Co. Mr. Steuer resigned because of ill health.

Canal Winchester, O.—The Houston & Swope Co. of Amanda, has purchased the elvtr. of D. F. Taylor, on the south side of the Hocking Valley R. R. This elvtr. was owned by O. P. Chaney & Son for many years. The new proprietors will take charge about April 1. The business is to be enlarged, and hay and all kinds of feed will be handled.

Loudonville, O.—The Loudonville Mill & Grain Co. is making extensive alterations and additions to its elvtr. Construction has also begun on a 300-bbl. rye and barley mill, the building to be of sufficient size to contain a 150-bbl. corn mill. Each of these new mills is to be operated separately and will be in addition to the 600-bbl. flour mill now being operated.

Toledo, O.—Rye and barley are now being ground in considerable quantity by Toledo mills. Government regulations enforcing use of these two grains as wheat substitute means that mills will keep on grinding. Toledo will be staple rye and barley market from now on. Good demand has prevailed. Record high prices a feature. They reflect the keen spot demand. Million bushels of barley already arranged for to come to Toledo market.—South-west & Co.

Sec'y J. W. McCord of the Ohio Grain Dealers Ass'n has asked each dealer in the state to report the quantity of 1916 corn in his possession in excess of the requirements of his community, in order that the information may be made of the greatest possible value in the present serious shortage of seed corn. The statement is made that the corn should be carefully tested and distributed among the dealer's patrons if they are in need, and if not, it should be held for distribution among less fortunate neighbors. The subject matter of the communication is approved by Fred C. Croxton, federal food administrator for Ohio.

Blanchester, O.—The action of former Sheriff Stengel in attaching a carload of grain shipped by the Dewey Bros. Co. about a year ago to the J. H. Gray Mlg. Co., Springfield, N. Y., has been sustained by the recent decision of Justice Marcus. Action was started against Sheriff Stengel for conversion by the First National Bank, the amount involved being a draft for \$773.20. Harry S. Gray brought suit against the Dewey Bros. Co. for alleged breach of contract, and upon this the seizure was made. Justice Marcus held that the bank was not, in fact, the owner of the bill of lading, but only agt. of the shipper, for the reason that it reserved the right to charge back to his account any dishonored drafts.

CINCINNATI LETTER.

Chas. S. Pfeffer has been admitted to membership in the Chamber of Commerce.

At the recent annual election of the Grain & Hay Exchange of the Chamber of Commerce the following directors were elected: E. B. Terrill, W. A. Van Horn, John E. Collins, Jr., C. S. Custer, E. A. Fitzgerald, Elmer H. Heile, and W. R. McQuillan.

Ray W. Bender has applied for membership in the Chamber of Commerce.

The members of the Grain & Hay Exchange have voted to exempt from all dues during the period of the war all members who enter the military or naval service, and a service flag will be displayed in the trading room in honor of the members in the service.

At the annual election of the Grain & Hay Exchange of the Chamber of Commerce, held recently, the following officers were elected: Pres., E. A. Fitzgerald; vice-pres., E. B. Terrill; sec'y-treas., C. S. Custer; executive sec'y., D. J. Schuh; traffic mgr., Sam Reeves. Mr. Schuh has submitted his resignation as private sec'y to C. S. Hebble, executive sec'y of the Chamber of Commerce, and will devote all of his time to the Grain & Hay Exchange. With his resignation he submitted his application for membership in the Chamber of Commerce.

The Grain & Hay Exchange of the Chamber of Commerce, at a special meeting held recently, decided that on and after April 1 the weighing and inspection dept of the Chamber will not be used by the Exchange, but that a separate dept will be maintained to render this service. A notice to this effect was given to the directors of the Chamber of Commerce. It has not been definitely decided whether members of the Grain & Hay Exchange will cease to be members of the Chamber, altho the members are said to have declared that the present membership relations will be continued. The board of directors of the Chamber of Commerce has notified the Grain & Hay Exchange that it agrees with the opinion that it will be well for the latter organization to maintain its own weighing and inspection bureau, and the Grain & Hay Exchange members have, as a body, resigned their membership in the Chamber of Commerce. The Cincinnati Grain & Hay Exchange will be incorporated, and, beginning April 1, the weighing and inspecting of hay and grain in this market will be done by the new organization.

OKLAHOMA

Norman, Okla.—Reid & Hobaugh have sold their elvtr. and gin to R. F. Ellinger.

Binger, Okla.—We will overhaul our elvtr. and install a new 30-h. p. engine.—The Binger Elvtr. Co., Chas. Wilson, mgr.

Delaware, Okla.—The White Star Co. has been awarded the contract for the erection of a new elvtr. for William Grove. It will be an up-to-date plant of about 15,000 bus. capacity.

Dodge, Okla.—This company is owned and operated by W. W. Jarnagin, of Grove, and A. H. Fox, of this place. Mr. Jarnagin is general mgr.—Dodge Mill & Elvtr. Co., A. H. Fox, local mgr.

May, Okla.—On April 1 the present firm of C. B. Cozart Grain Co. will retire from business, and the Oklahoma City Mill & Elvtr. Co. will assume the business at this place.—J. M. Flint, agt. C. B. Cozart Grain Co.

Kaw City, Okla.—We contemplate installing a Midget Marvel Mill and a seed corn grader, or a cleaner that will handle other grains as well as corn, and also to install another dump and an elvtr. leg.—W. T. Conklin Grain Co., W. T. Conklin.

Pond Creek, Okla.—An elvtr. is being built at this place by C. G. Morrison, of this company. The house is being built of hollow tile silo blocks, and consists of 4 cylindrical tanks with a head house on top of the tanks. The capacity will be 30,000 bus. A 30-ft. round warehouse and a 14-ft. round office are also being built. The buildings will have concrete roofs, and will be waterproof and fireproof. We believe that it will be one of the best country elvtrs. on the Rock Island when it is completed.—Morrison Bros. Mills, Jefferson, Okla.

Checotah, Okla.—R. H. Russell and J. H. Young have bot the elvtr. of the Checotah Mill & Elvtr. Co. The firm name will remain unchanged.

Texhoma, Okla.—It is understood that J. E. Patton has sold his interest in the elvtr. of the Patton Elvtr. Co. to J. W. Jordan, of Guymon. In future the business will be conducted under the firm name of the Jordan Elvtr. Co. This elvtr. is an up-to-date plant, almost new, and is located on the Texas side.

Sopher, Okla.—It is said that J. D. Moore has confessed to State's Attorney Halloway, of Choctaw County, that he started the fire which caused losses here of over \$75,000 recently. Moore implicated Houston Dumas, who was buying cotton seed for the Madill Grain & Elvtr. Co., of Madill, Okla. It is said the fire was started in the cotton seed warehouse for the purpose of covering up an alleged shortage of over \$1,000 due the Madill Grain & Elvtr. Co. from Dumas.

OREGON

Nolin, Ore.—Plans are being made to build an elvtr. at this place.

Lostine, Ore.—A new company is being organized here to build an elvtr.

Baker, Ore.—The Farmers Mlg. Co. is contemplating building an elvtr. here.

Wallowa, Ore.—A new company is being organized at this place to build an elvtr.

Joseph, Ore.—Contract has not been let for the construction of the elvtr. which will be built by a company in which I am interested.—H. B. Davidheizer.

Athena, Ore.—The Farmers Union Grain Agency is building a 100,000-bu. elvtr. to cost \$36,000. It is located between the O. W. R. & N. and a branch of the N. P. R. R. tracks.—Geo. R. Gerking.

The Dalles, Ore.—The Dalles Co-operative Union Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, I. F. Hill, E. F. Sharp, C. H. Thompson, and others.

Shutler, Ore.—The new elvtr. of this company is now in operation with P. E. Blackburn as mgr. G. A. Harth is pres. of this company.—Shutler Elvtr. Co., M. E. Weatherford, sec'y, Arlington.

Pendleton, Ore.—Henry W. Collins, local grain buyer and warehouse operator, has let a contract for the construction of a 70,000-bu. elvtr. to replace the cleaning plant which he has operated the last year. The capacity of the plant will be increased 50,000 bus. It will be built of wood and will be ready for the 1918 crop.

Portland, Ore.—The Ryer Grain Co. has opened an office in the Board of Trade bldg. F. E. Ryer, pres. of the company, is in charge. The main office of the company will remain in Seattle with Spokane and Portland as branches. A. A. Ryer will have charge of the Seattle office, and W. A. Ryer the Spokane office. F. L. Jenkin, who recently entered the firm, was with the Albers Bros. Mlg. Co. for a number of years. He will make his headquarters in Seattle, but will visit the branch offices occasionally, and also the principal grain points in Oregon, Washington and Idaho.

Portland, Ore.—The Public Dock Commission has advertised for bids for the construction of the 1,000,000-bu. municipal terminal elvtr. at St. Johns terminal. It has been indicated that, in awarding the contract, the bidder promising the earliest completion, so long as his proposals are consistent and he can make a showing as to standing and ability to perform the work, will receive the award. A bonus of \$200 per day, not to exceed \$30,000 in all, will be paid for the completion of the elvtr. in advance of the date guaranteed. It is said that one estimate of the time required is 9 months, but it is hoped to lower that by a considerable margin. Bids are to be opened not more than 5 weeks after the date of the advertisement, Mar. 4, this length of time being allowed in order to give experienced elvtr. building firms in the East an opportunity to submit proposals.

Milton, Ore.—The Peacock Mill Co. will erect a 60,000-bu. bulk handling elvtr. near its mill.

Imbler, Ore.—The Imbler Union Elvtr. Co. has let contract for the erection of a 100,000-bu. elvtr.

PENNSYLVANIA

Pittsburgh, Pa.—Howard Heinz, State Food Administrator, has instructed W. D. George, Federal Food Administrator for Allegheny County, to obtain the reserve wheat held by farmers in the locality. W. C. Hodill, a member of the Hay & Grain Exchange, has been appointed by Mr. George to act as purchasing agt. The wheat will be purchased by the Food Administration Grain Corporation as Mr. George has no authority to buy it.

SOUTH DAKOTA

Lemmon, S. D.—The Empire Elvtr. Co. will build an elvtr. at this place.—Columbia Elvtr. Co., Minneapolis, Minn.

Henry, S. D.—G. W. Van Dusen & Co. has awarded the contract for extensive improvements in its plant to the T. E. Ibber-son Co.

Renner, S. D.—We have installed a cleaner in our new elvtr., which is now complete and in operation.—Globe Grain Co., Sioux Falls, S. D.

Brookings, S. D.—G. W. Van Dusen & Co. has awarded the contract for extensive improvements in its plant to the T. E. Ibberson Co.

Wessington Springs, S. D.—Jerauld County Farmers Union incorporated; capital stock, \$100,000; incorporators, W. P. Schultz, T. H. Shyrock, Joe Atkins.

Firesteel, S. D.—Our elvtr. at this place was destroyed by fire a short time ago.—Farmers & Merc. Mlg. Co., R. L. Putnam, Treas., Timber Lake, S. D.

Sioux Falls, S. D.—The Larabee Flour Mills Corporation has placed in operation the mill and elvtr. which it recently purchased. The plant is being operated exclusively on barley of which about 250,000 bus. has been bot thru the Globe Grain Co.

Lemmon, S. D.—The new elvtr. which the T. E. Ibberson Co. will build for the Lemmon Equity Exchange, is to be a 30,-000-bu., 12-bin elvtr., equipped with automatic scale, cleaner, full platform dump scale and a coal scale located outside the office. The house will be run with three different electric motors.

Brandt, S. D.—The Farmers Elvtr. Co. has let contract to the T. E. Ibberson Co. for the erection of an elvtr. to cost \$20,000. The plant will be fully equipped in every way, and will have 4 legs, cleaners, automatic scales, 2 engines, an extra large office with fireproof vault, car puller, full platform dump scale, and separate coal scale. A large warehouse will be built in connection with the elvtr. This will be divided into 4 parts for handling flour, feed and other side lines.

Hartford, S. D.—We are contemplating building additions to our office and vault, and also painting our two elvtrs.—Co-operative Farmers Elvtr. Co., I. S. Henjum, mgr.

Beresford, S. D.—Overloading of our elvtr., due to the scarcity of cars, caused the north wing to collapse, letting about 2 cars of oats run out onto the ground and railroad track.—Morrill-Robertson & Co.

Hecla, S. D.—The Co-operative Elvtr. Co. has let the contract for the erection of a large up-to-date elvtr. to the T. E. Itherson Co. When this house is completed, it will be the best plant of its kind in the state. It will have 31 bins, 5 legs, 2 engines, a large fireproof engine room, size 22x41 feet. Power is to be furnished for the plant by 2 engines. The large office will be divided into 3 parts and will have a fireproof vault. There will be two cleaners in the plant, and other modern improvements. Material has all been ordered for this, and work will begin as soon as the frost is out of the ground.

SOUTHEAST

Florence, Ala.—The Lyle Taylor Grain Co., of Decatur, has purchased the old stave mill property and contemplates establishing a large elvtr.

Beaufort, N. C.—Thomas Grain & Provision Co., incorporated; capital stock, \$50,000; incorporators, Samuel Thomas, M. T. Thomas, and J. P. Thomas.

Atmore, Ala.—The Atmore Mfg. & Elvtr. Co., of which H. W. Currie is owner and mgr., is installing a rice mill, and other machinery in its new building.

Alexandria, Va.—We are building a hay, grain and feed warehouse to be 150x220 feet, with capacity of 200 cars. It is on the Southern and Washington Southern tracks.—The Alexandria Hay & Grain Co.

Albany, Ala.—We are not going to build an elvtr. now. We operate a corn sheller and our wareroom will hold from 15 to 25 cars. A. Z. Bailey is pres. We have a crusher which we will put into operation soon.—Albany Grain & Coal Co., D. P. Humphrey, mgr.

TENNESSEE

Nashville, Tenn.—The Monarch Grain & Mfg. Co. incorporated; capital stock, \$15,000; incorporators, Joseph F. Wilson, J. O. Scott, James Pendergast and others.

Memphis, Tenn.—Complaint has been filed by the Memphis Freight Bureau against the Cotton Belt, Missouri Pacific and other railroads because of alleged discrimination against Memphis in favor of Kansas City, Cairo and St. Louis in rates on grain, hay and mixed feeds to points in southern and western Arkansas.

TEXAS

Temple, Tex.—The creditors of the bankrupt A. B. Crouch Grain Co. received their first dividend on March 5.

Amarillo, Tex.—The Panhandle Mill & Elevtr. Co. has been granted a permit to make improvements in its plant to cost \$800.

Fort Worth, Tex.—The Niles Public Elvtr. & Commission Co. incorporated; capital stock, \$1,000; incorporators, E. R. Kolp, William Niles and Donald Kolp.

Lancaster, Tex.—In a fire that swept thru the business section of this place Feb. 25, the J. L. Winniford grain elvtr. and contents was destroyed with a loss of \$20,000.

G. A. Jackson, Henrietta; the A. S. Lewis Grain Co., Dallas; and W. H. Wingo, Wills Point, have been admitted to membership in the Texas Grain Dealers Ass'n. —H. B. Dorsey, sec'y.

Gainesville, Tex.—The Whaley Mill & Elevtr. Co. is installing new machinery and increasing the capacity of its mill which it operates in connection with its elevtr. from 550 bbls. to 800 bbls. When completed the plant will consist of two units, one of 500-bbls., the other of 300-bbls. capacity.

Tulia, Tex.—J. A. Hutchinson and J. W. Ricks have formed a partnership and engaged in the grain and coal business under the firm name of the Tulia Grain & Coal Co. Mr. Hutchinson was formerly mgr. of the elvtr. of the Townsend Grain Co. at Hawes, and Mr. Ricks was connected with the same company for a number of years.

San Antonio, Tex.—The 200,000-bu. elytr. which is being built by the Blue Star Elytr. Co. is practically completed. The plant is located on the M. K. & T. tracks, and is of reinforced concrete and steel construction, there being 17 steel tanks 70 feet high and 12 feet in diameter, and a 50,000-bu. concrete working house and storage.

WASHINGTON

Longs sta. (Dayton p. o.), Wash.—Work has been started on the 75,000-bu. elvtr. of the Whetstone-Turner Elvtr. Co.

Cheney, Wash.—The F. M. Martin Grain & Mfg. Co. is having plans drawn for a 900-bbl. mill and a grain handling plant.

Walla Walla, Wash.—Farmers have let contract for a bulk elevr. in this city. Capacity about 75,000 bus.—Dement Mfg. Co.

Waitsburg, Wash.—Contrary to recent report, we do not intend to build elvtrs. at our stations this year.—Waitsburg Farmers Union Warehouse Co.

Newbill Siding (Dayton p. o.), Wash.—The Whetstone-Turner Elvtr. Co. will build an elvtr. of 75,000 bus. capacity, the material being on the ground.

Cashup sta. (Thornton p. o.), Wash.—We have awarded the contract for a 100,000-bu. elevtr. on the Spokane & Inland Empire R. R., and expect it to be ready to handle this year's crop. The machinery will consist of a 25-h. p. gas engine, separator, attrition feed grinder, and all other machinery necessary to equip an up-to-date plant. Chas. H. Hart is pres.—Cashup Elevtr. Co., N. M. Crider, sec'y.

A. S. LEWIS

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Seeds

CALEDONIA, O., Mar. 7.—No seed corn. Oats for seed are fine.—L. E. Day.

GRACEY, KY., Mar. 7.—This locality is pretty well supplied with seed.—J. M. Binns.

TOLSTOY, S. D., Feb. 23.—Our farmers are up against it for seed corn this year.—Meyers & Stroukel.

BUFFALO, N. Y.—A two-story seed warehouse, to cost \$11,000, is being built by the Craver-Dickinson Seed Co.

BEAVER, IA., Mar. 3.—Seed corn is scarce and farmers are reporting poor tests.—J. E. Melick, agt. Quaker Oats Co.

ANN ARBOR, MICH., Feb. 5.—Corn, a limited amount of spring wheat, and beans will be needed for seed.—Michigan Mfg. Co.

ASHLAND, WIS., Mar. 7.—Everyone seems to be fairly well supplied with seed and the outlook is good.—Hanson Bros. Co.

BALTIMORE, MD.—John Henry Joyeux, mgr. of the field seed, grasses and grain dept of J. Bolgiano & Son, died Feb. 21 of pneumonia.

SEED CORN may not be shipped from Nebraska to other states until local needs are supplied. Embargo imposed will remain in effect until March 15.

LAKE ODESSA, MICH., Mar. 7.—This community is much in need of seed corn. Have plenty of seed oats, barley, beans, etc.—Smith Bros., Velte & Co.

AGOSTA, O., Mar. 6.—Seed corn is at a premium and about all of it is cleaned up. Plenty of clover and timothy seed for home use.—C. O. Barnhouse.

"SHADILAWN" lettered on a background of grass has been registered as a trademark by C. Edward Kendel, Cleveland, O., claiming use since Feb. 1, 1917.

ANKENYTOWN, O., Mar. 5.—Seed corn is scarce, but believe farmers have enuf, with the little that can be bot, to put out an average crop. Plenty of seed oats.—Sylter Brothers.

Seed Movement for February.

Receipts and shipments of timothy, clover and flaxseed and other seeds to and from the principal markets of the country, with comparative figures for February, 1917, were as follows:

FLAXSEED.				
	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Chicago, bus.	34,000	43,000	1,000	2,000
New York, bags	18,000	14,970	829	.....
Duluth, bus.	43,364	169,137	86,629	15,386
Minneapolis, bus.	552,680	441,550	45,940	77,540
Kansas City, bus.	1,000	1,000	1,000	1,000
TIMOTHY.				
Chicago, lbs.	2,242,000	2,478,000	2,049,000	4,082,900
Toledo, bags	4,402	858	2,661	4,756
Milwaukee, lbs.	450,000	706,758	1,125,105	620,300
*Cincinnati, bags	110	2,303	1,321	4,050
N. Y., bags	1,346	.....	.....	.....
CLOVER.				
Chicago, lbs.	1,688,000	1,192,000	1,923,000	1,696,000
Toledo, bags	6,107	5,441	12,136	13,643
Milwaukee, lbs.	709,111	770,800	1,262,814	170,050
N. Y., bags	.....	.....	829	.....
*Cincinnati, bags	2,814	6,592	2,851	8,852
OTHER GRASSES.				
Chicago, lbs.	3,254,000	2,258,000	933,000	1,715,000
*Cincinnati, bags	32,570	22,800	15,039	19,611
Toledo, bags	983	572	1,966	1,783

*Bags of 100 lbs. each.

WINDSOR, ONT.—Half of the seed corn of Essex county has been found to be worthless and farmers will have to import a large share of this year's supply from other sections.

COLUMBUS, O., Mar. 1.—Seed corn very scarce. Not safe to plant corn this year without testing every ear. Money and time saved in testing.—N. E. Shaw, sec'y board of agriculture.

ONTARIO will encourage wheat growing. An initial purchase of 50,000 bus. of No. 1 Marquis wheat has been made by the government which will be sold to farmers in bags at \$2.75 a bus.

LONDON, ONT.—Shipments of seed corn from Essex, Norfolk, Haldiman and Welland Counties must be refused by the railroad agents. Supply is light because of bad weather conditions last fall.

NEW CANTON, ILL.—Over 7,000 bus. of seed corn were destroyed when fire wiped out the Sni Island Seed House, built by local capital last fall. The building cost \$6,000. Total loss was \$20,000, with \$11,000 insurance.

A COM'ITE from the National Hay Ass'n will go to Washington to plead for cars. Data are being compiled to show the numbers of cars that have been ordered, point where car is to be loaded, and destination.

KANSAS farmers should receive all the sorghum seed they need for this year's planting. Gov. Capper has been advised by Secretary of Agriculture D. H. Houston that \$200,000 has been made available for supplying this need.

ST. ANTHONY, IDAHO.—The J. H. Allen Seed Co., of Sheboygan, Wis., bought the Clark & Houghton seed house. All the equipment will be moved to the Allen company's branch here and the building employed as a warehouse.

ALTHO WHITE seed corn is in great demand West Virginia growers have a stock of U. S. selected selection 119 white corn of highest germination test that is being sold at \$7 per bushel, freight paid.—Olin Beall, Frostburg, Md.

WEST MILTON, O., Mar. 6.—All old corn has been secured for seed and there is not enuf of it to go around. The 1917 crop is no good for seed, and seed corn will have to be shipped in or we will go without it.—Henderson & Coppock.

TO TEST seed corn, to encourage the production of a maximum quantity of wheat and other small grains, is the object of a drive launched by the Minneapolis Civic and Commercial Ass'n Com'ite on development in the Northwest.

INDIANAPOLIS, IND.—J. E. Scanling & Co. are exhibiting a number of fine samples of seed corn, of which they have been conducting actual growing tests. They have a choice selection of standard varieties, and are making an earnest effort to determine the percentage of germination of each lot before offering it for sale.

FORAGE PLANT seed permitted entry into the United States during February, 1918, with import of same kind for February, 1917, in lbs. included: alfalfa, 100, compared with none; Canada bluegrass, 181,900 and 300,100; alsike clover, 527,700 and 542,300; crimson clover, 2,600 and 378,500; red clover, 700 and 780,600; alsike and clover, 3,100 and 1,700; millet broom corn, 4,400 and 219,200; winter rape, 545,900 and 111,900; English rye grass, 155,800 and 177,400; Italian ryegrass, 37,500 and 66,900; timothy, 1,200; hairy vetch, 15,200, and none.

SEED AND FEED bill appropriation, the Baer bill, has been reduced from \$50,000,000 to \$10,000,000 by the House Agricultural Com'ite, and of the total not more than \$7,000,000 may be used to supply seed to farmers on credit, not more than \$1,500,000 for supply feed, the remainder to be employed in mobilizing farm labor.

FARMERS are not bound by the provisions of the national law relating to the price of seeds and may bargain to sell their seed at any price they can induce the buyer to pay. Those who have surplus seed as a patriotic duty should let their neighbors know and arrange to provide for planting. Elevator managers who have grain fit for seed should submit samples to the State Commissioner of Agriculture, Bismarck, N. D., who desires to locate grain to supply county commissioners operating under the county bonding laws.—H. L. Bolley, State Seed Commissioner, Fargo, N. D.

TOLEDO, O.—Timothy has felt liquidation by March longs. Stock here very large. It is mostly held by large dealers who are hoping for better cash demand. Prices have had nearly dollar break from season's high. Timothy looks cheap compared to grain and red clover. September means new crop. Price September first averages higher than season's start. First trade this season \$4.50. It has seven months to travel. Acreage is short. Much will depend upon the weather. Peace would be bullish, but is not in sight. September shorts are mostly hedgers. Longs are scattered. Will farmers save much timothy for seed at these prices?—C. A. King & Co.

EVANSVILLE, IND.—The seed corn problem continues to be a most serious one to the farmers thruout southern Indiana, and the county agents are co-operating with the farmers in the hope of bringing relief. Practically all the farmers who have had their corn tested report that the test has shown that the grain falls below the required standard of good seed. Seed dealers thruout this section say that by the time planting season has fairly well started it will be found that there is a shortage of many other kinds of seeds and the dealers predict that the shortage is going to be the worst since the days of the civil war. Many kinds of seed at this time are almost impossible to secure. Prices on seeds are steadily advancing.—C.

TOLEDO, O.—Timothy trade enormous this week. Many sold outright to avoid taking cash on March 1st deliveries. Others switched to April taking a chance on an improvement in sowing demand and better prices. If don't come they may switch to September as April delivery day draws near. Quite a few switched to September. The premium for the latter looks big but it means new timothy of the 1918 crop and new most generally commands a good premium over the old. It costs for storage, insurance and interest, twenty-five to thirty cents per bushel from March 1st to September 1st. The balance represents the profit the dealer wants for carrying the seed and taking the risks. September prices will be influenced by the next crop. It's expected that farmers won't care to cut timothy for seed as long as hay brings war prices. He knows, too, a lot of old will be available. Some think, however, most of the seed is in the Toledo show windows and everybody knows how much.—J. F. Zahm & Co.

LANSING, MICH., Mar. 5. — Seed threshed in the state up to and including Feb. 23 was as follows: peas, 154,758 bus.; timothy seed, 9,712 bus.; June clover seed, 6,740 bus.; mammoth clover seed, 10,859 bus.; alsike cloverseed, 16,764 bus.; and beans, all kinds, 2,862,589 bus.—Coleman C. Vaughan, sec'y of state.

THE COURT of Appeals of New York has affirmed the judgment in favor of Bowes v. W. H. Small & Co. allowing a claim for damages caused by decline in the market price of seed. The complaint alleged in substance that the defendant agreed and undertook with plaintiff that it would stand one-half of any loss or depreciation in the market value of seed after the time of purchase. No fraud or mistake was alleged. The answer was a general denial and alleged that said sale was without any condition on the part of the defendant which it failed to perform.

UNSOLD GRAIN in the hands of a farmer is not income under the new interpretation of the law, declared H. M. Roberts in addressing farmers of California.

GASOLINE supply is ample, declared Alfred Reeves, general manager of the National Automobile Chamber of Commerce. Refineries now are producing about 7,000,000 gallons daily. War needs will require a maximum of about 1,000,000 daily. Gasoline production has been increasing steadily and now is about 1,000,000 gallons daily in excess of requirements. Increase in part is due to greater use of heavier oils by the navy and merchant marine, necessitating the production of the light oils before the other are available.

From the Seed Trade.

TOLEDO, O.—Many farmers in Toledo district will sow spring wheat this season. Government recommends it. Canadian spring wheat does well in this locality. Government has recently made this wheat available for seed. Farmers who planted spring wheat in this section last year are well satisfied with results. Considerable increase in spring wheat acreage around here is expected.—Southworth & Co.

LINCOLN, NEB., March 4.—In our judgment the high price of grains will not materially cut into the acreage put out for grass seed. We are an alfalfa state, our sales for alfalfa seed are quite heavy and we look for an increased acreage in this crop. On clover and timothy there is not much sold here and think the acreage will be about normal. The price of the alfalfa seed is very reasonable and for this reason the farmers are buying freely. The high price of hay also is another incentive for them to put this out. Clover and alsike seed are very high and sales will not be large. On the timothy and blue grass there is about a normal demand.—Griswold Seed & Nursery Co.

CANTON, OHIO, Mar. 8.—We expect a larger acreage put out this year in Stark County than last year. We look forward to greater activity in the seed market than ever before. Our seed departments are working full force and the demand so far has been way beyond expectation. The high price in clover and grass seeds does not seem to curtail the planting. Barley and spring wheat will be sowed quite extensively this year, the demand being strong. Seed corn testing 85% or better will bring \$12 to \$15 per bu. The farmer is realizing the importance of his

corn crop and is not afraid to invest providing he can get the quality.—The Holmes-Letherman Seed Co.

State Prices for Seed Corn.

A scale of prices at which the Seed Corn Administration of Illinois will buy and sell seed corn was announced Mar. 7. Corn showing 70-79% germination will be bought at \$4.50 and sold at \$6 a bu.; 80 to 90% germination will be bought at \$6.50 and sold at \$8 a bu.; 90 to 100% germination will be bought at \$8.50 and sold at \$10 a bu.

The margin of \$1.50 a bu. is to cover operating expenses and any part of it left in the hands of the state after the planting season is over will be returned pro rata to the purchasers of the seed.

It is not desired to encourage farmers to rely solely on the Seed Corn Administration for seed corn. Farmers should test their own corn immediately and if it fails to show proper germination should make arrangements for seed from local sources, if possible.

Illinois farmers will require 400,000 bus. of corn to plant the 3,200,000 acres ordinarily producing corn. The quantity of seed in sight is far below the amount needed. All elements of the trade are urged to co-operate.

If seed of good quality in excess of local needs is to be found in your section let it be known by the trade.

T. P. RIDDLE & Co., Lima, O., loaded CGW—50236 with 41,980 lbs. of straw which was shipped from Santa Fe, O., to Camp Green, N. C.

I HAVE been a regular subscriber to the Grain Dealers Journal for the past ten years and do not care to get along without it.—O. W. Ripsch, Martinton, Ill.



Sell Seeds That Grow

Grain Elevator Men, do you realize that it is to your advantage to supply your farmer patrons with high quality Grass Seed, Field Seeds and Seed Grain? The use of seeds that show high purity and good germination is important, and it would be well for you to order

PURISCO BRAND SEEDS

as early as possible to insure prompt shipment. Ascertain your requirements and let us hear from you promptly. Quotations and samples gladly furnished upon request.

BUYERS and SELLERS

Timothy	Sweet Clover	Millets	Sowing Rape
Red Clover	Hungarian	Sunflower	
White Clover	Blue Grass	Orchard Grass	Rye Grass
Alsike	Red Top	Alfalfa	Field Peas
			Seed Grain, etc.

ASK FOR SAMPLES AND PRICES OF PURISCO WHITE SEED OATS AND SEED BARLEY

We are buyers of SEED CORN of good germination. We are endeavoring to co-operate with the Government in locating supplies of SEED CORN suitable for planting in northern sections. SEND SAMPLES of surplus stocks.

The Illinois Seed Company

349-369 E. North Water Street

CHICAGO



Feedstuffs

POWELL, WYO.—Scott Lyall has succeeded J. C. House as manager of the Peters Alfalfa Mill.

COUNCIL BLUFFS, IA.—The National Alfalfa Products Co. will build a \$75,000 mill here in the spring.

THE FERTILIZER INDUSTRY has been placed under federal control and those engaged must apply for licenses by Mar. 20.

FOR MISBRANDING cottonseed cake, shipped by Wooten-Burton Sales Co., Chickasha, Okla., to Iowa, the shipper was fined \$25 and costs.

BUFFALO, N. Y.—Perfection Stock Food Co. has been organized with capital of \$25,000. Lewis Mitchell, G. C. Gorman and M. F. Butler are the directors.

ADDING WATER to oats shipped by McDonald & Co., New Albany, Ind., to many southern points subjected the shipper to a fine of \$200 and costs.

ADULTERATION of horse beans was charged against Adolph Koshland, San Francisco, Cal., in a shipment to New York and a fine of \$150 was imposed.

MEMPHIS, TENN.—A voluntary petition in bankruptcy has been filed by the Poe Cottonseed Products Co., listing assets of \$4,500 and liabilities of \$13,585.

MISBRANDING of Owl Brand pure cottonseed meal, shipped by the Union Seed & Fertilizer Co., Pine Bluff, Ark., to Michigan was penalized by a fine of \$50.

MISBRANDING cottonseed meal and cake shipped by Anadarko Cotton Oil Co., Anadarko, Okla., to Missouri was shown by analysis and shipper was fined \$50 and costs.

DEALERS in cottonseed products have formulated rules governing the conduct of their business for the period of the war, which will be submitted to the Food Administration for approval. Action on this matter was taken by representatives of Cottonseed Products Dealers Ass'n and others.

COTTONSEED feed in 234 sacks, each labeled to contain 100 lbs., shipped by the Tennessee Fiber Co., Memphis, Tenn., to Leavenworth, Kan., were seized and held because of short weight, being subsequently released on bond for \$100 and on condition that the correct weight be shown on the package.

Feed Movement at Principal Markets.

Receipts and shipments of feed at various markets during Feb., 1918, compared with Feb. 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
N. Y., tons	929	.....	.....	.....
N. Y. (bran), lbs.	.....	.....	.....	.....
San Francisco, (bran), tons	1,942,000	275,300	650,280	.....
Minneapolis, mill-feeds, tons	6,188	3,451	42,483	50,679
Minneapolis, oil cake, lbs.	.....	14,712,160	16,455,597	.....
Milwaukee, tons	4,070	1,050	18,066	11,156
Baltimore, tons	1,554	296	445	.....
Kansas City, bran, tons	2,480	1,600	8,760	12,500
St. Louis, sacks	71,760	66,710	131,580	40,820
Chicago, lbs.	59,961,000	48,902,000	79,808,000	40,686,000
Cincinnati, bran, tons	7,117	7,495	5,532	8,431

COTTONSEED HULLS mixed with cottonseed meal caused a fine of \$200 and costs to be imposed on the Southland Cotton Oil Co., Chandler, Okla., on a shipment to Iowa.

COTTONSEED MEAL shipped by the Huntsville Warehouse Co., Huntsville, Ala., to Ohio, was shown by analysis to contain low protein and high fiber content. Shipper was fined \$100.

A SHIPMENT labeled "mill run bran," by the Leavenworth Milling Co., Leavenworth, Kans., to Indiana, was shown to contain 4.1% of screenings. A fine of \$25 and costs was imposed.

SEVERALLY accused of shipping oats adulterated with barley and containing too much moisture, Clark Fagg and A. K. Taylor, of Milwaukee, Wis., were fined \$50 each in the federal court.

A FINE of \$50 was imposed on the Tecumseh Oil & Cotton Co., Tecumseh, Okla., for shipping cottonseed meal containing less protein, ammonia and nitrogen than claimed on label into Iowa.

FOR MISBRANDING dairy feed shipped to Kentucky by Ferger Grain Co., Cincinnati, O., analysis showing the feed to be low in protein and fat and high in fiber content, a fine of \$25 and costs was imposed.

COTTONSEED MEAL shipped by the Tecumseh Oil & Cotton Co., Tecumseh, Okla., to Illinois, was shown by analysis to contain less protein and ammonia than declared in the label and shipper was fined \$50.

MISBRANDING cottonseed meal shipped by the Farmers Oil & Fertilizer Co., Texarkana, Tex., to Iowa was charged and shown by a smaller protein content than specified. A fine of \$50 and costs was imposed.

MIXING barley with oats, shipped by Callahan & Sons, Louisville, Ky., to Virginia and Georgia, brought a fine of \$280. It also was shown that the shipment consisted of "bleached oats and barley," instead of white oats.

COTTONSEED MEAL containing low protein and high crude fiber content, as compared with guaranty, was shipped by the Ocilla Oil & Fertilizer Co., Ocilla, Ga., to Massachusetts. A plea of guilty was entered and a fine of \$10 imposed.

MISBRANDING cottonseed cake, produced by the Apache Cotton Oil & Mfg. Co., Chickasha, Okla., and shipped to Iowa was shown by analysis, the protein content being less and the crude fiber higher than the guaranty. A fine of \$50 was imposed.

WICHITA, KANS. — The Otto Weiss Milling Co. bought the Moore alfalfa farm west of Garden City which will be operated through a subsidiary company called the Weiss Farming Co. The tract contains about 1,000 acres and the business will be managed by C. B. Chalfont.

TALLAPOOSA, GA.—A feed mill will be installed by the Jackson Bros. Lumber Co. The plant will have a daily capacity of 20 tons of velvet beans, with vines and pods, and an equal capacity of peanut vines and alfalfa. A 50-h. p. engine, an automatic feeder and sacker will be installed.

LAMAR, COLO.—The Denver Alfalfa Mfg. & Products Co. has purchased two 48" Wilson-Wetterhold Force Feed Grinders having an hourly capacity of 10 tons each to replace old equipment in two of its mills. The company operates alfalfa mills in Colorado, Kansas and New Mexico.

UNION CITY, TENN.—The Howell Feed Co. has been making extensive improvements and additions to its factory.

METHODS of licensing feed dealers in Wisconsin have aroused considerable interest and some opposition among producers of mill feeds. A recent statement by C. P. Norgord, Commissioner of the Department of Agriculture of that state, exempts from license manufacturers of flour and malt who may sell their own products at the place where made without complying with the law. "Place where made" is defined as meaning within hauling distance by team. If all the product can be disposed in this way, no license is required. The law does not differentiate between residents and non residents.

OLNEY SPRINGS, COLO.—The American Alfalfa Mfg. Co., which was recently incorporated with headquarters at Pueblo, is building an up-to-date alfalfa milling and feed mixing plant at this station. The milling plant will have a maximum capacity of 10 tons of dry alfalfa hay per hour. Equipment will include one 48" Type H. C. Wilson-Wetterhold Grinder, with force feed, direct connected to a 125-h. p. electric motor; a 50" special alfalfa fan, driven by a 25-h. p. direct connected motor, to handle the output of the grinder; a double installation of W-W Dust Collectors; and 4 Invincible Alfalfa Packers. All machinery will be driven by individual electric motors. The plant is to be ready for testing not later than May 15, and actual grinding will begin about June 1.

MILLFEED prices charged farmers and stock feeders in Oklahoma are being investigated by Alfred Brandeis and C. M. Bullitt, of the Division of Enforcement of the Food Administration. More than 100 complaints have been filed with C. H. Hyde, of the State Council of Defense and the hearing is to determine responsibility for high prices, whether due to action by the millers, grain dealers or imposed by feed dealers. The hearing began at Oklahoma City, Okla., Feb. 26, and ended abruptly when the impossibility of disclosing the identity of the concern or concerns responsible for existing high prices was brought out. Two investigators were appointed, one by the Food Administration, the other by the state board of agriculture who will make a tour of the state in an effort to bring offenders to justice. The men will be paid by the Oklahoma Millers' Ass'n.

Feed Dealers' Costs.

Reasonable profits for feed dealers, based on known costs of operating, was the subject considered from many angles at a special meeting of the Eastern Federation of Feed Merchants held at Binghamton, N. Y., Feb. 13 and 14. Information given showed a spread of 300 per cent in costs, the highest cost being for the delivery and credit system, the lowest for the cash and carry method, but great variation being shown between operators using the same method. Rural dealers operated at much lower costs than those of the cities, costs increasing with the size of the community served.

Because of the wide variation in costs Sec'y F. C. Jones was instructed to prepare a questionnaire to be submitted to the members and to compile a statement derived from the information thus secured.

A resolution was adopted pledging support to the Food Administration and

offering complete co-operation in arriving at costs of handling feed at retail; also the Federation pledged its "faith in the work of the United States Food Administration," and its "powers in helping to carry this work forward to a successful conclusion."

Grain Dealers of Northwest Organize.

A meeting of representative independent and line house grain dealers of the northwest was held at the Dyckman Hotel, Minneapolis, Feb. 21, at which the Tri-State Country Grain Shippers Ass'n was perfected. The purpose is to promote the interests of grain dealers of the spring wheat states, to bring about better feeling and greater co-operation among the members, to encourage greater grain production and better handling facilities and to fight against trade abuses and sharp practices. Any one actively engaged in operating an elevator is eligible to membership.

A telegram to President Wilson pledged the support of the membership to the government and the administration in all matters pertaining to grain.

Officers selected for the first year are: A. E. Anderson, Cottonwood, Minn., president; B. P. St. John, Worthington, Minn., vice president; H. R. Wollin, Marshall, Minn., treasurer; J. H. Adams, Minneapolis, sec'y. Directors selected are: J. J. Conners, Nortonville, S. D.; F. N. Thiesen, Woonsocket, S. D.; B. D. Bascomb, Clarke, S. D.; A. E. Anderson, Cottonwood, Minn.; O. T. Johnson, Ihlen, Minn.; H. H. Thiede, Eyota, Minn., and T. F. Dahl.

Special Feed Control Regulations.

"Amendments and Additions," to rules and regulations of the Food Administration, which became effective Jan. 28, contain very stringent rules on the crushing, storing and sale of cottonseed, peanut, soy bean and other vegetable oils, of which new rules 11 and 13 are reproduced:

Rule 11. The licensee shall sell the commodities specified in his license at not more than a reasonable advance over the actual cost to the licensee of the particular commodities sold, without regard to the market or replacement value at the time of sale. When the character of the business of the licensee is such that it is impossible to keep separate the particular commodities and the purchase and manufacturing costs of same, the licensee may, in determining his profit, consider as the cost price of the goods sold, the average cost price of the total stock of the commodity from which the amount sold was taken. A licensee who operates one or more cotton ginneries, crushing mills or refineries shall keep separate accounts and make reports to show separately the operations of each; for the purpose of this rule each cotton ginnery, crushing mill or refinery shall be considered as a unit and the licensee shall not be permitted to average any costs, profits or losses between such separate units; excepting that licensees engaged in the refining of edible oils may consider all such refining plants operated by or controlled by such licensees as a single unit. Licensees engaged in the refining of any edible oils who own or control mills crushing oleaginous materials, must credit all raw materials obtained from such crushing mills at the

same price at which they could purchase the same product in the open market at the time of transfer.

Rule 13. No licensee engaged in the business of crushing cottonseed shall sell the products of any ton of seed for a total sum of more than \$13 (including bags and all cost of manufacturing) in excess of the price paid for such ton of cotton seed delivered in his mill, based on the following yields: For all states east of the Mississippi River: 43 gals. oil, 960 lbs. meal, 140 lbs. lint, 480 lbs. hulls; all states west of the Mississippi River: 38 gals. oil, 1,000 lbs. meal, 150 lbs. lint, 470 lbs. hulls.

The licensee shall be entitled to sell all products in excess of the above yield without reference to the said margin of \$13, provided that the price charged for such excess products shall not exceed the average price for the other products in said yield.

WHEAT RECEIPTS at eleven leading primary markets from July 1 to Mar. 1 have been 151,000,000 bus., against 296,791,000 for the corresponding period of 1916-17.

IF THE United States wants record wheat acreage next fall the fixed prices will have to be advanced. If prices were not controlled wheat would be selling at \$5 a bu., and farmers know it. Coarse grains are selling at record prices and they mature in less time, making them a surer crop than wheat, so farmers tell me they will plant coarse grains unless high prices are assured. A wheat shortage is imminent in the United States, especially if 90,000,000 bus. is released for export.—E. R. Rehnke, chairman of the Minnesota Commission on Grain Appeals.

Wanted

A miller, either present mill owner or operator, who is ready for an opportunity to get into the milling business on the money-making side. Prefer a man who has had his experience with unprofitable, expensive-to-run, long-system machinery and who knows how hard it is to make ends meet with this type of equipment.

If you have \$3000 to invest, we will start you in business with an American Marvel Mill, the latest development in modern milling equipment, and will show you what it means actually to make money with a flour mill of 100 barrels' capacity and under.

1200 American Marvel Mills are now in operation, and among the 1200 owners are hundreds of old long-system millers who, after struggling for years to make a profit with cumbersome, expensive-to-operate, antiquated equipment, saw the advantages of the wonderfully efficient, automatic self-contained American Marvel and today are making more money in one year than they used to make in five.

Millers—mill owners—head millers INVESTIGATE this proposition and know all the facts. Let us refer you to well-known long-system millers of many years' experience who would not go back to the old way under any circumstances.

A letter or postcard will bring all the facts. Write it today—it may mean the turning point for you as it has for hundreds of others.

The American Marvel Mill

- is made in 7 capacities—15, 25, 40, 50, 60, 75 and 100 bbls. per day.
- can be operated by one man. As operation is practically automatic, this man will have plenty of time to wait on trade and attend to all matters around the mill without assistance.
- practically eliminates upkeep.
- will outlast any other flour mill equipment manufactured.
- requires less horsepower per bbl. than any other mill. As compared with your long-system equipment it will cut down power bills to a mere fraction.
- produces quality and yield as high as can be had with any mill, regardless of size or make.
- is no experiment. Seven years solid success behind it. Hundreds of experienced millers prefer it to long-system equipment.
- you can get it on very liberal terms.
- every sale is made on 30 days trial, the purchaser being the sole judge.

Over 1,200 American Marvel Mills Now in Operation

The Anglo-American Mill Co., 435 Trust Bldg., Owensboro, Ky.

Supreme Court Decisions

Demurrage.—Tho a demurrage tariff contemplates a notice of arrival of cars and a notice of placement, any notice of placement agreed on by the parties is sufficient to start the running of time, irrespective of sufficient preliminary notice of arrival.—*Mich. Cent. R. Co. v. United States, U. S. Circuit Court of Appeals.* 246 Fed. 353.

Jurisdiction of Suit against Carrier.—Where there is an interstate shipment of goods, and they are damaged in transit, the superior court of the county of the destination of the shipment has jurisdiction of a suit for damages therefor against the initial nonresident carrier.—*Adair v. Atlantic Coast Line R. Co. Court of Appeals of Georgia.* 94 S. E. 840.

Restraint of Trade.—An agreement between two persons that one will buy from the other exclusively, or that one will sell to the other exclusively, a given commodity, constitutes a "conspiracy in restraint of trade," within the meaning of *Vernon's Sayles' Ann. Civ. St. 1914, art. 7798, subd. 1.*—*Pennsylvania Rubber Co. v. McClain. Court of Civil Appeals of Texas.* 200 S. W. 586.

Demand for Cars.—A demand to furnish cars, made by a shipper to a railway company and addressed to the agent of the company at a named point on its line, will, where nothing to the contrary appears, be held to mean that the cars were required at the point at which the demand upon the agent was made.—*Central of Georgia Ry. Co. v. Rabun. Court of Appeals of Georgia.* 94 S. E. 598.

Liability of Telegraf Co.—A stipulation on the back of a telegram that liability for error in sending an unrepeatable message was limited to the amount paid for transmission will not relieve defendant telegraf company from liability for losses occasioned by its negligence.—*Warren-Godwin Lumber Co. v. Postal Tel. Cable Co. Supreme Court of Mississippi.* 77 South. 601.

Contract to Install Drier.—A contract by which plaintiff agreed to install a brewer's grains drying plant in defendant's brewery, to advance money to pay for it, to buy grains and pay monthly for it, to keep the plant in repair for five years, retain title for five years, or until 500,000 barrels of beer had been brewed, and then to transfer title to defendant, and by which defendant agreed to sell plaintiff the wet grains for five years, or until 500,000 barrels of beer had been brewed, and to allow certain amounts each month from price of grain to repay the money advanced, prohibited defendant from voluntarily discontinuing business until 500,000 barrels of beer had been brewed, and plaintiff had received the grains therefrom.—*Wigand v. Bachmann-Bechtel Brewing Co. Court of Appeals of New York.* 118 N. E. 618.

Delivery of Straight B/L.—Under a straight B/L in the form provided by the rules of the Interstate Commerce Commission, the carrier's obligation is complete when it delivers the goods to the named consignee, and it need not require the surrender of the bill, and notice of the words "draft against B/L" on the face of the bill would not increase its obligation; nor does Personal Property Law, § 227, as added by Laws 1911, c. 248, operating as notice that the consignor intended to require payment of the draft before the buyer would be entitled to receive and retain the bill apply to an interstate shipment so as to require the consignee's production of the bill before delivery.—*Dusal Chemical Co. v. Southern Pac. Co. Supreme Court of New York.* 168 N. Y. Supp. 617.

Consignor Liable for Freight Charges.—Where carrier, on agreement of consignee to pay freight and demurrage on goods once rejected, released goods to consignee, it merely released its lien, but did not release the consignor from liability to pay such charges.—*Great Nor. Ry. Co. v. Hocking Valley Fire Clay Co. Supreme Court of Wisconsin.* 166 N. W. 41.

Carrier Liable for Destination Value on Conversion.—The shipper of goods consigned to himself with draft attached to bill of lading, not having parted with the ownership, may sue the carrier for delivering them to another without payment of the draft. Provision in B/L as to the value of the property being that at point of shipment, having reference only to loss or damage, does not affect measure of damages for conversion.—*Int. & Gt. Nor. R. Co. v. Kansas City Produce Co. Court of Civil Appeals of Texas.* 200 S. W. 254.

Recovery of Excessive Freight Charge.—Where the claim of a shipper against a railroad company to recover freight paid involves the construction of the tariff schedule, to determine what rate applied to the shipment, and not any question of the reasonableness of rates, the jurisdiction of the Interstate Commerce Commission is not exclusive, but an action may be maintained in this instance in a District Court.—*National Elevator Co. v. C., M. & St. P. Ry. Co. U. S. Circuit Court of Appeals.* 246 Fed. 588.

Reasonable Switching Rate.—Defendant laid a spur or stub side track in the public street leading to an elevator. The line of another railroad company crossed that of defendant, and the side track afforded connection with the tracks of the second company. The rates of the second company for certain transportation of grain were much lower than those of defendant. Defendant, having for many years switched cars from the elevator to the tracks of the second company at a charge of 10 cents per ton, with a minimum of \$2 and a maximum of \$4 per car, which charge was absorbed by the second company, changed its rates charging for switching service the distance tariff so that the switching charges would be nearly \$20 a car. Held that, on objection to the state Public Utilities Commission, the commission, without any testimony by a witness that the rate was unreasonable or without details making up the cost of the operation, might determine whether the rate was reasonable or not.—*State Public Utilities Commission v. Turn ex rel. Turnbull v. C., P. & St. L. R. R. Co. Supreme Court of Illinois.* 118 N. E. 427.

Distribution of Cars.—An order of the state Public Utilities Commission upon a hearing of a citation to an interstate carrier that it desist from its method of distributing coal cars in time of car shortage on the ground that such distribution was unjust and unreasonable and in violation of the Public Utilities Act (Laws 1913, p. 486, §52), and distribute cars as required by that section to applicants in proportion to their respective immediate requirements without discrimination between shippers or localities, and not according to the daily, average shipments of the various mines in the state, was not invalid as an interference with interstate commerce, notwithstanding the Hepburn Amendment of 1906 to the Interstate Commerce Act (Act Cong. Feb. 4, 1887, c. 104, 24 Stat. 379, as amended by Act. Cong. June 29, 1906, c. 3591, 34 Stat. 584 [U. S. Comp. St. 1916, § 8563 et seq.]). Such order, in the absence of complaint or finding that the carrier's rule was not fairly administered as between different shippers, but directed against the rule itself, was beyond the jurisdiction of the Public Utilities Commission, as the authority to determine whether the carrier's rule as to distribution of coal cars to mines within and without the state is reasonable rests with the Interstate Commerce Commission.—*Illinois Public Utilities Commission v. B. & O. S. W. R. Co. Supreme Court of Illinois.* 118 N. E. 81.

Arbitration by Grain Exchange.—A member of an exchange sold wheat for future delivery subject to the rules of the exchange, and deposited in a bank a sum to secure performance. There was default in delivery, and the purchaser made application to the board of directors of the exchange for the difference between the contract price and the market price, with interest thereon from the date of default. The rules of the exchange provided that if there was a refusal to indorse a certificate for the deposit the party claiming the deposit might apply to the board of directors, which should have the power to direct the payment of the deposit or such portion thereof as might appear to be due under the rules of the exchange. Although the matter of interest was fully argued before the board, it refused to allow interest and ordered the payment of the difference between the contract price and the market price. The buyer, under such order, accepted such amount from the bank having the deposit. Held, that the buyer, having accepted such amount, could not bring suit for interest; the acceptance of the award having the effect to estop him from making other and different claims.—*Milliken & Spencer v. C. H. Albers Commission Co. Supreme Court of Missouri.* 199 S. W. 1008.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates.

C., B. & Q. in Sup. 16 to 3662-F gives notice of withdrawal of changes in minimum weights of grain and seed, effective March 1.

C., B. & Q. in Sup. 33 to 3200-B gives notice of withdrawal of changes in minimum weights on grain and grain products, effective March 1.

C., B. & Q. in Sup. 75 to 1800-B gives notice of withdrawal of changes in minimum weights on grain, grain products, seeds, etc., effective March 1.

A., T. & S. F. in Sup. 59 to 5588-J gives special rules and regulation on grain and grain products on its own lines and connections, effective March 1.

Monon in Sup. 16 to 6056 gives notice of postponement until July 29 of the cancellation of commodity rates and the substitution of class rates.

C., B. & Q. issues withdrawal notice of changes in minimum weights shown on Sup. 21 to 1362-I, applying to grain, grain products and seeds, effective March 1.

C., B. & Q. in Sup. 49 to 4000-B cancels Sup. 48 and gives notice of withdrawal of changes of minimum weights shown therein applying to grain and grain products and seeds, effective March 1.

W. T. L. in Sup. 48 to Ind. C. R. C. A-44 and Mich. R. C. 50, gives rules, regulations and exceptions to classifications, affecting grain, grain products, seeds, etc., effective April 1.

Monon in Sup. to 449-L, 908-C, 4058-A, 4755-A, 5577, 5789 and 5829, covering rates on grain, grain products and grain by-products to eastern cities, postpones the effective date until July 29.

W. T. L. in Sup. 47 to Ind. C. R. C. A-44 and Mich. R. C. 50, in connection with suspension dockets Nos. 889 and 1052, gives cancellation notice of minimum weights on grain and flour, issued Feb. 15 on three days.

C., B. & Q. in Sup. 3 to 1921-F gives notice of switching charges between industries on its own lines at Chicago, Hawthorne, Clyde and junctions of connecting lines, and from points on its own lines, effective Feb. 18.

Supply Trade

IT ISN'T the cost of the space that interests you, but the cost of results.—*Class.*

CINCINNATI, O.—L. Freeman Little, pres. of the Anglo-American Mill Co., was, recently married to Miss Effie Schumann of this city.

DES MOINES, IA.—C. A. Fitch, former manager of the Minneapolis office of the Howe Scale Co., has recently been appointed sec'y of the Whitnell Mfg. Co.

ST. LOUIS, MO.—G. W. Bicklmeir, formerly connected with supply departments of different railroads, and later as sec'y-treas. of the Sullivan Mchy. Co., is now connected with the machinery department of the Walter A. Zelnicker Supply Co.

TILSONBURG, ONT.—On March 7 the main building of the Huntley Mfg. Co. was badly damaged by fire. It is estimated that the loss of machinery, tools and completed elevator machinery together with the building will amount to several thousand dollars.

LAKE CRYSTAL, MINN.—Carl Ulrich, a farmer of this vicinity, has invented a machine for separating wild peas from wheat. A model has been set up and in a recent test the machine proved highly satisfactory in making this separation. A patent has been applied for.

SCHENECTADY, N. Y.—The General Electric Co. is sending out bulletins descriptive of its drum-type switches for throwing small alternating or direct current motors across the line, reversing or non-reversing, and its automatic starters for direct current motors. Either or both of these bulletins will be sent to Journal readers upon request.

CHICAGO, ILL.—Grain dealers, especially those in the large fruit belts, will be interested in Link-Belt Co. booklet 356, describing sanitary peeling tables for the modern canning factory. Journal readers may have this booklet by writing the company.

SIoux CITY, IA.—We have plenty of men at present to take care of contracts we have closed, and those which we may close in the near future. We are bending every effort to secure all the experienced men that are available so that we may help win the war by conservation of food. We believe the construction of grain elevators is a vital factor in the conservation of food.—Younglove Construction Co.

MINNEAPOLIS, MINN.—Catalog F, being distributed by James J. Gerber, should be in the hands of every grain elevator operator. It contains a complete description of the large variety of distributors and spouting manufactured by this company. Readers of the Journal who have had trouble with this part of their equipment will find it to their advantage to send for and study this very interesting catalog.

MAROA, ILL.—The Maroa Mfg. Co. reports that its car loaders have been installed in the following plants: Buhler Mill & Elvtr. Co., Buhler, Kan.; Central Ill. Grain Co., Bates, Ill.; Osbornville Grain & Coal Co., Osbornville, Ill.; Morrison Grain Co., Golden City, Mo.; Farmers Grain & Produce Co., Taylorville, Ill.; Stubbs & Son, Riverton, Ia.; H. C. Campbell, Welch, Okla.; Winfield Elvtr. & Sup. Co., Winfield, Ia.; Eminence Grain & Coal Co., Mt. Joy, Ill.

DAMP GRAIN DUST deposited on the surface of steel storage tanks is especially conducive to corrosion, unless the metal is thoroly protected by high quality paint, declares a late issue of Graphite, the publication of the Joseph Dixon Crucible Co., Jersey City, N. J. The Greataeastern Elevator at Buffalo, N. Y., was painted eleven years ago and the Pioneer Steel Elevator, Minnepalis, Minn., about six years ago, both being in good condition now. Both structures are high and the wall surfaces are subject to maximum exposure. Figuring the painting bill on the number of years of service the paint gives is the best method of determining the relative cost of good paint and the other kinds. Despite soaring prices of raw materials the Dixon Co. will continue to use only flake silica graphite and boiled linseed oil to maintain the high character of its product.

EVEN though millers may have ground the amount of wheat that has been allotted them, they may continue the practice of receiving wheat from farmers and grinding it in their mills, provided that none of the derivatives thereof are shipped out of their town or city, but are all used for home consumption on the basis of normal annual per capita consumption of 4.77 bu. for the remaining period. Permission is granted with the further qualification that, regardless of the amount of wheat brought by any farmer, the miller should not deliver to that farmer more flour than will represent his requirements for the succeeding thirty days. In the event the farmer brings to the mill for exchange more wheat than would represent a thirty days' supply of flour, the miller is privileged to purchase this excess wheat and sell its derivatives as mentioned.—B. A. Eckhart, chairman Milling Division, Food Administration, Chicago.

Books Received

ATLANTIC PORT DIFFERENTIALS.

John B. Daish, attorney, of Washington, D. C., has placed between the covers of a 524 page book a complete record of investigations, reports and litigation covering this much mooted and now happily settled question of rates to the Atlantic seaboard from the northeastern portion of the United States, embracing all that territory from Memphis, Tenn., north to Duluth, Minn., and east to the seaboard. After a review of the inception of commerce and the early attempts to develop rail communications with the then great undeveloped regions of the west, the litigation and disputes with respect to Atlantic ports via the several routes is taken up, beginning with the Pink report on the adjustment of rates to the Atlantic seaboard in 1881, and following through, step by step, to and including the last report of the Interstate Commerce Commission on the same subject. With the unfolding of the progress of this much litigated controversy the documents disclose much of transportation fact, law and theory, and also comprises a history of the development of traffic thru these ports with foreign countries. The author has brought together all important documents relating to this subject, very few of which are available for the public in other ways. Embraced in these documents are matters beyond the definite subject of differentials from and to the Atlantic seaboard, of interest and value to shippers. Publishers, W. H. Loudermilk & Co., Washington, D. C.

THERE are other publications, but there is only one

Rosenbaum Review

If you wish inside facts concerning the grain business before you every Monday morning, you will subscribe now.

\$5.00 per year

And for efficient, prompt satisfactory SERVICE the

J. Rosenbaum Grain Company

Postal Telegraph Bldg.

CHICAGO

TERMINAL ELEVATORS:

Kansas City

OTHER BRANCHES AT:

Omaha Oklahoma City Fort Worth
Galveston New Orleans
New York

GRAIN TABLES DIRECT REDUCTION

Reduce any weight of grain from 600 to 6590 pounds, by 10-lb. breaks direct to bushels. The pounds are printed in heavy faced type, and the reductions to bushels are shown directly beside the corresponding number of pounds, so it is impossible to get the wrong reduction when reading. Printed from large type on card-board, size 10 3/4 x 12 1/2 inches, and sold only in sets as follows:

FORM 3280 DR.—For reductions to bushels of 32, 33, 35, 50, 56 with 1 lb. reduction for dirt, 68, 70, 72, 75 and 80 lbs., ten tables printed on five cards. Price 75 cents.

FORM 4560 DR.—For reductions to bushels of 45, 48, 50, 52 and 60 pounds, and 60 pounds with dockage for dirt at 1, 2, 3 and 5 lbs. per bushel, nine tables printed on five cards. Price 75 cents.

GRAIN DEALERS JOURNAL

305 So. La Salle St.

Chicago, Ill.

Receiving and Stock Book

FORM 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that buyer can add up columns and quickly determine the number of bushels of each kind of grain on hand. Herewith is reproduced top of a page showing column headings, rulings and spacing.

The book is formed of 160 pages of superior linen ledger paper, each page 9x12 inches. Spaces are provided for 3,200 wagon loads. The book is well bound with leather back and round corners. Price, \$1.75.

GRAIN DEALERS JOURNAL

La Salle St.

Chicago, Ill.

Patents Granted

1,256,585. Bean Separator. Merton Meriman, Lincoln, Wis. The beans are fed into a hopper equipped to feed them to an endless apron, on which bars are spaced in such manner as to deliver the beans at a central position on the upper stretch of the apron. Apron is operated by a crank, and the beans are sorted to size.

1,256,515. Conveyor Chute. Theophilus Brown, Moline, Ill. Sections are adjusted longitudinally one within the other, with tubular edges thru which a rod extends and forms a brace across one end of the section, the free ends projecting from the opposite end being bent to slidably engage with the edges of the next adjacent section.

1,256,681. Pneumatic Method of Ventilating Cottonseed. Alfred W. French, Piqua, O. This is an adaptation of the idea shown in No. 1,256,677. Air is supplied at multiple points in the base of a pile of cottonseed, being discharged under pressure which causes it to be diffused thru the mass of seed and prevent heating or to cool any portion that had become hot.

1,255,845. Attrition Mill. Edward P. Alsted, Truesdell, Wis. Grinding plate comprises a segmental plate provided with radial ribs, the material reducing edges of adjacent ribs being undercut and diverging from each other for a portion of their lengths, then extending in parallel lines for a certain distance, and a beveled rib extending transversely across the radial ribs in a line eccentric to the axis of the plate.

1,256,896. Car Seal. William Hay, Arlington, Wash., assignor one-half to Neil Brown, Arlington, Wash. This seal comprises a keeper with closed end, a shackle member integral with the keeper and extending from the open end and provided with a slot adjacent to its outer end. A spring device in the keeper has plate bent to provide two arms, one being rigidly secured to the keeper, the other formed with a tongue extending from two shoulders provided on the arm and a link hinged to the outer end of the tongue and arranged to engage against the arm which is secured to the keeper.

1,256,797. Car Door. Amandus M. Hemberg, Minneapolis, Minn. The door when in position rests against the inner face of the car door frame. It is suspended from an overhead track on which is traveler, being attached to the latter by a flexible hanger. The door will swing in and may be moved laterally and brought thru the car door opening, when turned at an angle thereto.

1,256,544. Relief Trap Door for Grain Cars. Hans Flattem, Minneapolis, Minn. The relief trap doors are located in the floor of the car in such position that when opened the grain flows through, relieving the pressure against the grain door. The trap doors set in an iron frame, and means for operating them are provided, also a lock to insure their remaining closed when the car is under way.

1,256,413. Grain Sampler. Arthur W. Wiswell, Wichita, Kan., assignor of one-third to John R. Bailey and one-third to Addison Hall, Wichita, Kan. A valve casing has inlet and outlet ports formed therein. An inner casing is mounted for rotation in the valve casing and has respective ports therein adapted to register with respective inlet and outlet ports when in different positions. A cleat on the inner casing engages a flange on the valve casing and registers with depressions therein.

1,256,677. Ventilating Means for Seed Houses. Alfred W. French, Piqua, O. A plurality of air distributing flues are built in the lower part of the house in which the seeds are stored. Provision is made for the escape of the air at various points along the flues, means for supporting the flues, means for supplying air under pressure and for controlling the delivery of air to the several flues independently. The flues are designed in such manner that the seed will not close the openings and shut off the flow of air.

1,257,186. Rotary Scale. George M. Cagle, Tulsa, Okla. A drum with a plurality of radially arranged cups is adapted to successively receive material to be weighed, and is combined with a pivoted beam, a cam on the beam, means carried by the drum for engaging against said cam to restrict the rotation of the drum, the cam being movable on the drum to permit rotation of drum to the degree determined by the amount of material in a cup, a downward extending arm attached to the beam adjacent its pivot point, with weight on the arm.

HIGHER PRICES stimulate production and check lavish consumption.

Exchange Trading on New Plan.

Transactions in grain and cotton based on warehouse receipts for cotton, wheat, corn, oats stored at interior points is the new plan adopted by the American Cotton & Grain Exchange, recently organized, with Joseph C. Cooper as president.

Trades will be in small and large lots and at lower rates of commission. Memberships are being sold at \$500 each. Southern bankers and cotton dealers are said to be principally interested. The new exchange has purchased the building at 71 and 73 Wall street, New York.

Blame for the Coal Shortage.

Senator Reed of Missouri, chairman of the sub-com'te that investigated the coal shortage, blames the government officials for most of the trouble. He declared:

The recent fuel order closing industries east of the Mississippi River was issued by the fuel administration without warrant or authority of law, in order to extricate itself from its self-created dilemma.

The chaos now existing in the coal business must give place to stability or we will in the near future be confronted by a coal shortage of the most disastrous character.

The entire business machinery for bunkering ships, built up by practical experts, not theorists or dreamers, had been put out of commission or completely subordinated to the fuel administration, so that it can be fairly said that the fuel administration was substituted for the machinery theretofore existing. The multiplicity of priority orders resulted in tying up thousands of freight cars and in creating embargoes in many of the great terminal yards of the country.

It also seems too clear for dispute that restrictions upon business ought to be reduced to a minimum; that experimentation and guess work concerning a great fundamental business upon which all other business to a large extent depends ought to cease. Obviously this great fundamental business ought not to be wrested from experienced hands and taken over by those who, however good their intentions, are utterly lacking in that knowledge essential to its successful conduct.

Fuel Famine Due to Fuel Administrator.

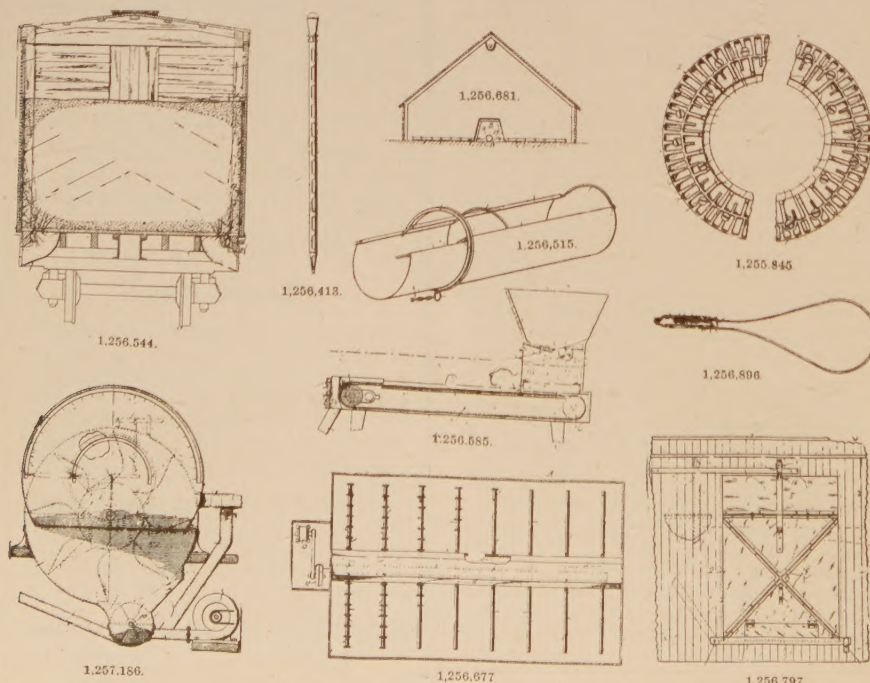
Senator Lodge of the Senate Investigating Com'te in reviewing the sugar and coal shortage in the Senate recently said,

In my opinion, if the coal situation had been left in the hands of Secretary Lane and Mr. Peabody, without building up a new fabric of clerks and deputies, a large proportion of all the troubles we have had and of the suffering and loss which have been inflicted upon the American people during this winter would have been avoided. If that change were made now, I believe the situation would improve and that by next winter we should be practically without anxiety as to the production and distribution of coal.

Government price fixing as a method of preventing profiteering has proved a failure. In the case of coal, price fixing had only served to curtail production, while the food administration's price plan for sugar had kept western beet sugar from the eastern states, and in the meantime retailers of coal and sugar had profited.

To prevent profiteering by a few, the fundamental error of the administration was that a policy for all of fixing prices—declared a failure in both Germany and France—was adopted, instead of one of stimulating and increasing production.

WHEAT ACREAGE in India is said to be a record one, estimates of the increase being as high as 1,000,000 acres.



Insurance Notes.

A CAREFUL man is the best Safety First device ever put on the market, and one that is within the reach of every elevator operator.

FIRE INSURANCE companies are to have the privileges of the government finance bill under an amendment offered by Senator Calder of New York and accepted tentatively.

FEBRUARY fire losses in the United States and Canada decreased from \$29,587,000 a year ago, to \$20,688,000. That shud stifle some of the hysterical lies regarding enormous losses.

THE GEORGIA insurance department has notified the underwriters that the use of the three-quarters value clause in fire insurance policies in that state is illegal and must be discontinued.

CALCIUM CHLORIDE is a useful addition to the water in fire barrels to keep it from freezing; but is harmful in the soda and acid hand fire extinguisher. The calcium reacts with the carbonate of soda to form an inert lime mud, and when an attempt is made to use the extinguisher the acid acts too slowly on the calcium carbonate to get up any pressure of gas. The liquid will drip thru the hose and can not be squirted any distance.

IN THE GRAIN DUST EXPLOSION work of the Buro of Chemistry Prof. B. W. Dedrick is about to send out a corps of inspectors thru Wisconsin and Michigan to accumulate data on the general conditions in elevators and flour mills. The facts ascertained will be recorded on large sheets, one for each plant visited, and will cover materials of construction of bins and elevator legs, condition of machinery, kind of dust collecting equipment and its efficiency, and fire protection.

THE PEACEFUL VILLAGE of Fife, Mont., was startled by an explosion at the Farmers' Elevator followed by the exit of shafting, pulleys and other machinery thru the cupola roof. This strange occurrence was followed by a fire which destroyed the building, says *Our Paper*. The elevator head had set in bearings, and the dust piled high on the inside of the head. Without any question one of the cup belts hit a nail and the resultant spark brot about the remainder of the performance. This is one of the few cases we know of where an explosion actually occurred in the elevator head; but in our opinion many of the fires we classify as 'unknown' have their origin in the elevator head.

WHEAT is being fed to hogs in Oklahoma on account of the shortage of corn and other feeds, declared J. A. Simpson, of Weatherford, Okla., when appearing before the Senate Com'ite on Agriculture. He asked for a price of \$3 per bu. for wheat, to give the Oklahoma farmers protection. Price fixing has discouraged farmers, he said.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

J. A. KING, President GEO. A. WELLS, Secretary

Write for Information
Regarding Short Term Grain Insurance

RESIGNATIONS of the Omaha Grain Exchange and the Baltimore Chamber of Commerce from the Council of Grain Exchanges have been re-considered; and all but two exchanges of those which have joined remain members.

THE DANGER is so pressing and the results of the threatened food shortage will be so disastrous to us, to our Allies, and to the neutrals who depend upon us for food, that vigorous and immediate action for producing more food is the first

thing needed for our own safety and welfare, and for winning the war.—Gifford Pinchot.

Complaint No. 12 by the Federal Trade Commission against Warren, Jones & Gratz, and others, alleges that defendants discouraged and stifled competition in the sale of jute bagging by refusing to sell steel ties for binding bales of cotton unless jute bagging is ordered at the same time, in alleged violation of Sec. 3 of the Clayton Act.

NOTICE TO POLICY HOLDERS

One reason why you should exercise unusual care and diligence in protecting your property against fire is the delay and difficulty you would have in securing repairs or rebuilding owing to War Conditions.

Let us help you with our service on all known hazards.

MUTUAL FIRE PREVENTION BUREAU Oxford, Michigan

REPRESENTING:

MILLERS NATIONAL INSURANCE CO.
Of Chicago, Ill.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.
Of Kansas City, Mo.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.
Of Canton, Ohio

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.
Of Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.
Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.
Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.
Of Fort Worth, Texas

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.
Of Lansing, Mich.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

GET A FIRE AXE

It was a 50 bbl. frame mill; and but for a little quick thinking and a handy axe, it would not be a 50 bbl. mill today. The second man had gone to dinner, and the "boss" smelled smoke. "A choke," he said; but it wasn't a choke. It was a hot bearing on a roller screen, hooked up to a tubular dust collector and the fire was eating its way through the spouting as might be expected; but with a handy axe both screen and collector were demolished and thrown out the window. The "boss" is mighty proud of himself, as he should be. Get a fire axe and keep it in a handy place.

Fitzgerald & McCotter
Western Managers
OMAHA, NEB.



C. A. McCotter
Secretary
INDIANAPOLIS, IND.

A fire from any cause will be a calamity; a careless fire will be a crime.

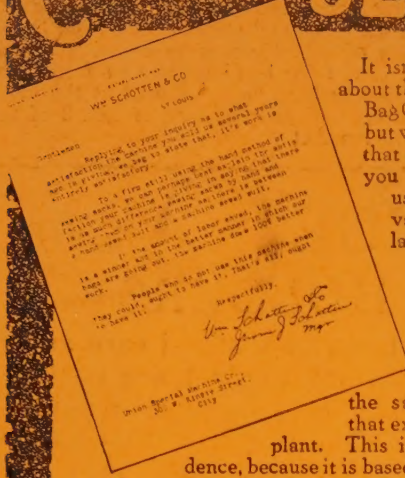
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Ask about the "TRI-STATE PLAN" for short term grain insurance.

E. H. MORELAND, Secretary

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It isn't what *we* say about the Union Special Bag Closing Machine, but what its *users* say, that should convince you of the practical usefulness of this valuable time and labor saver for your use.

Read this letter from a concern that is using it—under exactly

the same conditions that exist in your own

plant. This is unbiased evidence, because it is based on the most critical test under actual working conditions.

You'll experience the same satisfaction, and the same enthusiasm for the Union Special Bag Closing Machine when you try it out in your plant.

It enables one man to close as many bags as four men sewing by hand—and it gives you a 100% better job!

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UNION SPECIAL MACHINE CO.
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The Weller Worm Geared Wagon Dump has no chains to break and no brake to slip and injure horses or wagons.

Does away with all former objections and is self-locking in any position.

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matic oil filters and DAY'S patented ventilating cap as well as our dust collectors and dust collecting systems. Watch for our next ad. When in need of anything in our line, write

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